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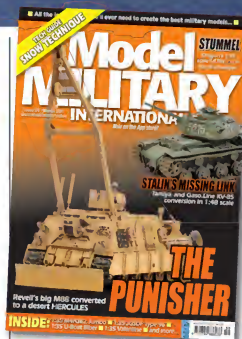
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Warthog replaces Viking armoured vehicle in 2RTR's fleet

Soldiers from the 2nd Royal Tank Regiment (2RTR) delivering security in Afghanistan have traded in their old Viking vehicles and upgraded to the mighty Warthog.

2 RTR will use Warthog's outstanding manoeuvrability to bring firepower and armoured support wherever it's needed. To reflect the new vehicle at their disposal, 2 RTR soldiers in theatre are now known as 'Warthog Group' - and they are already renowned as one of the most mobile ground units under British command in Helmand.

Warthog is a relatively light but robust tracked vehicle. It consists of two cabs: the front cab houses the driver and commander and is armed with a heavy weapons turret. The rear cab is used for carrying infantry.

The new vehicle has greater armour protection and more power than its predecessor - but still retains the superb cross-country performance for which the Viking

was known.

Corporal Tristan 'Tiny' Cordery, 35, is a veteran of two tours of Iraq and one of Kosovo, and has also served in Afghanistan before. He has now returned to Afghanistan as a Warthog commander with 2 RTR.

He said: "I'm excited about using the new Warthog vehicle. We can use Warthog to get where other vehicles cannot go. We can move around the battlefield and provide protection to the infantry and engineers while they work."

Trooper Nick Dinsdale, 29, drives a Warthog in Helmand and it is a task that he relishes. He said: "I joined the Royal Tank Regiment to drive big vehicles and Warthog really is a big boy's toy. It's great cross-country."

"I like the versatility of tracked vehicles - where you can go and what you can do is so much greater than with wheels. It does take some getting used to though. We've tested Warthog to the limit - I'm really impressed with it."

Warthog isn't just about mobility though; it's also about packing a punch and defeating the insurgents.

Cpl Cordery explained: "We can choose between the heavy, grenade or general purpose machine guns. This gives me as the Warthog commander the flexibility to tailor my armament



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to the mission - and that's a vital capability in order to succeed in the complicated environment of Afghanistan.

"With this firepower comes good armour. The Warthog can take rocket-propelled grenade hits, machine gun fire and has better protection from IEDs."

"This combination of firepower and protection is what us Tankies are looking for in a vehicle. We're ready to go out with a RTR mentality and apply armoured tactics."

Lieutenant Andrew Maggs, 25, commands a troop of 2 RTR vehicles in the Warthog Group. His first missions are to protect

development projects which are Afghan Governments priorities.

Under the watchful eye of the Warthog Group, road works connecting Sangin and Lashkar Gah will be able to proceed quicker and more safely.

Lt Maggs said: "I'm really keen to crack on with work. Warthog is a great bit of kit. As specialists at fighting on vehicles, we're looking forward to using it and showing what it can do."



Dragon's new 1:35 scale Pz.Bef.Wg.I Initial Production

Dragon's new 1:35 scale Pz.Bef.Wg.I Initial Production kit is a 2-in-1 version, allowing modellers to select either an Initial or Early Production version.

The large frame antenna is a brand new creation, and this is one distinctive feature of this early type. It also receives new antenna supporter and new tooled cupola specially for early production.

For greater convenience and speed of assembly, this kit uses Magic Tracks in place of the previous individual track links. There is also a useful



amount of photo-etched metal components for areas like the muffler cover and rings for detailing the road wheels.

Once painted, high-quality Cartograf decals will give that final touch to this small but impressively detailed model.

Dragon models are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Italeri New Releases in 1:35, 1:48 Scales

Italeri has a few interesting new military releases that should be on the hobby shop shelves by the time this issue is in your hands.

They include an upgraded version of the venerable 1:35 scale Pz.Kpfw 38(t) Ausf. F, and a 1:48 scale 88mm Flak 37 gun (Item No. 6602S). Nice to see that Italeri is so committed to 1:48 scale in recent years!

More information may be found on Italeri's website www.italeri.com



Workhorse, the story of the Panzer III in North Africa

The next book from The Oliver Publishing Group will be "Workhorse, the story of the Panzer III in North Africa", written by the very prolific Claude Gillion - who was responsible for First Blood, US 1st Armored Division in Tunisia. The new book will feature over 50 black and white archive photos as well as 5 pages of full colour illustrations. We will have more information and a full review in a future issue of Model Military International.

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A rather well used US Army M88A1 crossing a bridge somewhere in Iraq. Note this M88 is fitted with an ACAV gun shield for its 50 cal machine gun. (photo by Andy Patton via Wikimedia Commons)



M88A2 HERCULES

Stuart Ransley describes the background, specifications and operational use of one specific M88A2 HERCULES, "The Punisher".

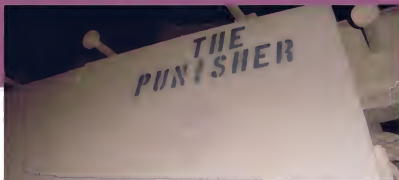
The M88A2 HERCULES (Heavy Equipment Recovery Combat Utility Lift and Evacuation System) is currently the main armoured recovery capability for the US Army and Marines. It is the latest and most powerful version of the M88, which originally entered service in 1961.

HISTORY

The standard Armoured Recovery Vehicle used by the US Army in the years after World War Two was the

M74. This vehicle was designed by Bowen-McLaughlin-York (later BMY and now part of United Defense) and based on components from the M4A3 HVSS Sherman. Over 1,000 vehicles were produced.

The M88 began life as a replacement for the obsolete M74 medium recovery vehicle. The M74 was not able to cope with the weight of front line US M48/M60 tanks. Three prototype vehicles were built by BMY under the designation of T88. The contract specified the prototypes were



Underneath the name on both sides of the vehicle and on the blade were skulls painted in desert tan, which according to Lcpl Morris "is just ever so slightly a different colour, so depending on the angle you were looking at is whether you would see them" (photo Lcpl Christopher Morris)

to use as many components as possible of the M60 tank. 10 pre-production vehicles for troop trials followed these prototypes.

Production was approved in 1959 for 1,075 vehicles, with the

first production M88s completed in February 1961. The design proved to be an extremely durable and well-planned Armoured Recovery Vehicle.

A petrol engine originally



M88A1 Hercules at the Forward Operating Base Katsu, Iraq, during Operation Iraqi Freedom 25 October, 2005 (DoD Photo by LCPL Michael J. D'Brian)



Side view of M88A2 #599097 with the boom deployed (photo Lcpl Christopher Morris)



Right side view of M88A2 #599097. This vehicle is fitted with an open topped turret. Note the 2 ECM aerials. These were fitted by the crew. (Photo Lcpl Christopher Morris)



Top view of the turret showing the mount for the M240 B. Lcpl Morris states, "we would switch between a .50 cal and a 240B for the gun. We had both mounts. It would usually depend on how many vehicles were in the convoy, and what weapons they had. I preferred the 240b because it was more accurate and easier to operate in combat." (Photo Lcpl Christopher Morris)

powered the M88. Due to the fire risks posed by the use of petrol, the US Military converted its tactical fleet from petrol to diesel engines starting in the late 1960s and going through to the early 1970s. As part of this programme, a new version of the M88 was developed. This new version was powered by a Continental AVDS-1790-2DR 12 cylinder diesel engine, new transmission and a redesigned hydraulic system and received the new designation of M88A1. The first M88A1 entered service in the mid 1970s. This vehicle served into the 1990s and proved more than adequate to recover the M48/M60 series tanks in service at the time. With the introduction of the M1 Abrams it was found that the M88A1 was not powerful enough to safely and effectively recover the new MBT. The steering and brake systems could not handle the increased weight of the M1, which was some 15 tons heavier than the M88A1 and in order to recover

an M1 MBT, 2 M88A1 ARVs were required to tow it.

In the late 1980s a version of the M88A1 with a new more powerful diesel engine was selected over a new designed ARV based on the chassis of the M1 Abrams but due to funding constraints the upgraded M88A1 did not enter full production till 1997. In that same year the designation was changed to M88A2 HERCULES. Production of the M88A2 involved converting older M88A1 ARVs to the new standard. This project was jointly conducted by United Defence LP (now BAE Systems) and the Anniston Army Depot. By 2007 the army had received 157 M88A2 and the USMC had received 55.

PERFORMANCE

The M88A2 is fitted with a GDLS AVDS-1790-BCR air-cooled V12 diesel engine that develops 1050hp. This is an improvement over the 750hp of the M88A1. The new engine and modified

transmission gives the M88A2 a top speed (without towed load) of 25mph (48.3kmph) and a cruising range of 314 miles (505.2 kilometres)

The M88A2 has a totally redesigned A-frame boom crane. This has a maximum lift capacity of 31,750kg (70,000 lbs) with the front blade lowered for stability. The boom crane has a reach of 2.4m and can lift objects to a height of 6.9m. The main winch has a single-line continuous-pull capacity of 63,504 kg (140,000 lbs) and a useable rope length of 85.3m. An auxiliary winch is also fitted, which has a 201.2m long cable and maximum load capacity of 2700kg (6000 lbs) this winch is used to deploy the main winch cable.

PROTECTION

Armour protection has been increased on the A2 over the frontal arc and sides of the vehicle. To give added protection to the lower hull and tracks the M88A2

is fitted with armoured side skirts that can withstand hits from armour piercing rounds up to 30mm.

ARMAMENT

The M88 series is armed with an M2 .50 cal machine gun on a pintle mount. There have been additions of gun shields seen on several vehicles currently on deployment. Some M88A2s have been fitted with a type of open topped turret. Some of these have been armed with a M240B 7.62mm gun. The M239 smoke grenade system is also carried, with 2 launchers mounted on the front of the vehicle.

OPERATIONAL USE

The M88 series has seen action in Vietnam (M88), Desert Storm (M88A1), Operation Iraqi Freedom and Afghanistan (M88A1, M88A2) to name but a few. The first operational Marine M88A2 in Afghanistan and the only ►



Front view of the M88A2 #599897 showing the additional armour and externally mounted winch. (photo Lcpl Christopher Morris)



Recovering a mine damaged MRAP and loading it onto a transporter. (photo Lcpl Christopher Morris)



operational one until October 2009 was 599897, this also known as The Punisher. This vehicle is the subject of Andrew Judson's article in this issue of Model Military International. It was with 2nd Marine Expeditionary Brigade, Combat Logistics Regiment 2, Combat Logistics Company 151, based in Helmand Province.

According to Lcpl Christopher Morris, "Myself, Lcpl. Medina, and Cpl. Richardson crewed the 88, with Master Gunnery Sergeant

Graves a lot of times behind the 240b or the .50 cal. Medina and I would switch out depending on the type of mission, from either being driver or rigger. Cpl. Richardson basically did whatever I needed him to do. We were there for 7 months, May to November 2009." This crew performed over 700 recoveries in 6 months

Morris recalls, "Our 88 was hooked up with every mod you could imagine. The mod for the brake adjusting link, so you could

adjust the brakes inside the crew compartment - nice to have. The air-conditioned vests were a must have, and it also had the new type of turret that had to be installed and is installed on every 88 in country, except the green one at Dwyer. It didn't have one when I left at least. We used the 88 for anything you could think of over there. The largest load we ever lifted was a 40ft shipping container filled with bottles of water."

The Punisher was armed with

either an M2 .50 cal or an M240B 7.62mm. Lcpl Morris states, "We would switch between a .50cal and a 240B for the gun. We had both mounts. It would usually depend on how many vehicles were in the convoy, and what weapons they had. I preferred the 240B because it was more accurate and easier to operate in combat."

The M88A2 HERCULES is currently in service with a number of other countries including Australia and Israel. ■

U.S. Army Soldiers assigned to 3rd Squadron, 1st Cavalry Regiment, 3rd Brigade Combat Team, 3rd Infantry Division, from Combat Out Post Cache North, use an M88A2 Hercules Armored Recover Vehicle to erect a T-wall barriers along the road of the market area, located in Jisr Diyala, Iraq, April 21, 2008, during Operation Iraqi Freedom. Note this vehicle is fitted a turret the same as the one fitted to the M88A2 599897 (U.S. Army photo by Sgt. Eric Hein)





Front quarter view of M88A2 #599897 showing the mounts for the ECM aerials. (photo Lcpl Christopher Morris)



Close up of the skull motif painted on the blade of M88A2 #599897. (photo Lcpl Christopher Morris)



Close up of the left hand side of M88A2 #599897 showing the placement of the vehicle name. (photo Lcpl Christopher Morris)



Left side view of M88A2 #599897 showing stowage layout and details of the turret. (photo Lcpl Christopher Morris)

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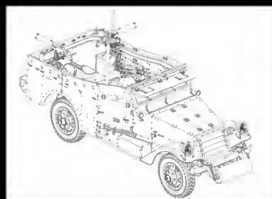


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THE PUNISHER

Andrew Judson converts Revell's 1:35 scale M88A1 to an M88A2 HERCULES, "The Punisher", which saw action in Afghanistan during 2009.



This project was based on the 1:35 scale Revell M88A1 Bergpanzer.

Most of the time I decide to build a kit because I like the look of it. In this case however, it was both the appearance and the story behind this actual vehicle that inspired me.

Earlier this year I was very lucky to have contacted USMC Lcpl Christopher Morris who crewed this beast in Helmand Province, serving with the 2nd Marine Expeditionary Brigade, Combat Logistics Regiment 2, Combat Logistics Company 151. Serving alongside him were Lcpl Medina, Cpl Richardson and Master Gunner Sergeant Graves. They served for

a period of seven months, from May to November 2009, and in that time they completed over 700 recoveries. These ranged from routine ops to high risk situations involving enemy fire and IEDs.

Lcpl Morris was wounded in an IED incident himself when travelling in a soft skin vehicle named Little Bear. That was to be his last mission. He later said that if he had been in The Punisher, it would have been like going over a speed hump. This is only the short version of his story.

I dedicate this build to him, to his crew and to all those brave people serving today.

REVELL + LEGEND = HERCULES

The base model is Revell's 1:35 scale M88A1, with the Legend M88A2 conversion made up from a big bag of resin and photo etched parts. Also included in this project are Voyager's US Duke IED Jammers, RB Barrels', .50 cal update set and a figure from Legend to lend a sense of scale to this big beast.

The Revell M88A1 is a reboxing of the AFV Club kit, now moulded in dark green plastic and with new markings.

Before I even started to cut parts from the sprue, I went over both sets of instructions

to determine what needed to be removed from Revell's kit hull in order to fit the large Legend resin armour panel parts. These are the largest parts in the set, but a lot of work was required to prepare them for assembly, as Legend has cast very large holding blocks on all the parts. Even so, this was a relatively small hurdle for an excellent set.

Once all the parts had been removed and cleaned up, it was time to actually place on all the additional resin armour panels, taking care to ensure that everything was aligned correctly. To do this, I initially used Blu Tack to temporarily stick the parts



The core of the kit is two large mouldings for the upper and lower hull halves.

together and then, a panel at a time, I removed the Blu Tack and glued the resin in place without any problems. Phew!

I next assembled the running gear. This was immediately painted and weathered it, as I thought it would be impossible to do later in construction when the suspension was hidden behind the armoured skirts of this big recovery vehicle. The upper and lower hulls were then glued together, and the challenging task began in earnest with the rest of the resin and photo-etch.

Luckily, it could all be done in stages.

Multimedia content also includes chain and string.



THROUGH HULL AND HIGH WATER

First I worked on the upper hull, placing the resin and bending and gluing photo-etch, which all mainly went on the engine deck. I had to make sure, over and over, that all the parts were being placed correctly; otherwise this would cause major compound problems

further down the track. The equipment mounted on the sides and rear of the hull closely followed the upper hull work.

Next, I decided to build that great looking armoured turret. Legend supplies this as an all-brass photo-etched assembly, with the internal cupola in resin. A lot of

care was taken to make sure all the angular bends were done correctly, and then with ample quantities of patience and some super glue I carefully assembled the parts. A couple of metal origami attempts were made, accompanied by some swearing, before I was happy to continue further. ▶

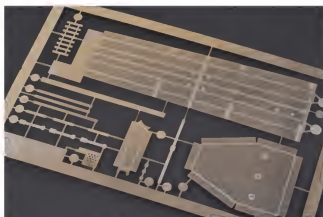


Photo-etched parts are supplied, including convincing perforated "mesh".



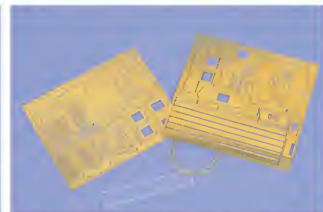
The tracks are provided as full-length flexible vinyl lengths.



Legend's MB62Z HERCULES conversion includes a large bag of resin parts.



The jig is cast as one large resin piece.



Two generous photo-etched frets supply additional details. Wire and clear acetate is also included.



After cleanup, the resin armour panels were test-fitted using Blu-Tack.



Once Andrew was satisfied with the fit, the Blu-Tack was removed and the resin panels attached with super glue.



The winch has been secured in place on the front of the vehicle.



Layers of detail are added as construction proceeds.



The running gear and tracks were painted and weathered prior to the next stage of construction.

With the main turret done, I then assembled the front gun shield and attached it to the gun mount. The final touch was the .50 cal machine gun. This was the kit item with a RB barrels update set comprising a brass barrel and cooling jacket, etched trigger with brass hand grips and cocking handle. This assembly was a bit fiddly but well worth the effort.

A MERRY JIG

Last but not least was that large crane jig. The main frame comes in one resin casting, and then there are all those fiddly items such as the foot rungs, brass ladder rungs and the cable fixtures. The cable fixtures are designed to be glued in one position; however, I drilled mine out so as for the crane section to be fully moveable, but in the end have decided to show it extended, to show off its impressive size.

With all the building completed, it was now time to move onto the next phase, painting. To start, I gave the entire kit a coat of Tamiya acrylic XF-59 Desert Yellow, sprayed through my old and barely going Aztek A470 brush with a new general purpose nozzle, leaving a nice even coat.

Once dry, I then gave the model a couple of coats of Mig Productions' Ochre Filter and left to dry overnight.

After all was dry, I then applied pin wash using Mig's Dark Wash with a fine brush over all the vehicle's recessed lines and details and again left this overnight to dry.

This was followed by a lighter mix of the base colour using XF-59 Desert Yellow and XF-57 Buff, this time using my new airbrush, the Badger Velocity. I sprayed this paler shade very lightly from the centre out in a random, patchy manner on all the different surface

areas, hopefully delivering a nice but not overdone fading effect, and also toning down the wash.

Now to the finer details. This vehicle carried a lot of equipment and according to the reference photos, this was all painted in the same colour as the vehicle. Even so, as this looked very monotone, I decided to apply a little colour modulation as to offer a more three dimensional appearance. In the end this involved the simple task of using an even paler mix of the base colour, followed by a very light wash of sepia, from the Vallejo range.

WEATHERING

Now was weathering time, however this vehicle was well kept and very clean according to my reference photos, meaning not much weathering to do. The running gear still copped a battering though, so I made a wet mix using Mig

Pigments Iraq Sand and coated the tracks. Once dry, I removed the excess with a stiff flat brush, leaving a dirt encrusted look, but not too far over the top. Following this I painted over the track pads with a black wash on the outer and inner surfaces, where they would make contact with the ground and wheels. Lastly, I applied very light dusting of Mig Pigments' Light Rust on the outer edges of the tracks giving a nice used effect.

There were minimal markings on this beast however there were some. I had these made by my good friend Stuart Ransley, who also provided the Think Tank for this issue.

The decals were made on his computer, and printed onto Testor's decal paper followed by a coat of Flat Clear. Thanks Stuart!

The markings are as follows: the serial number on the top front left hand side and The Punisher



Legend's 1:35 scale US AFV Crew #1 was perfect for the HERCULES.



The gun turret is made up from carefully folded photo-etched pieces. The cupola hatch is resin.



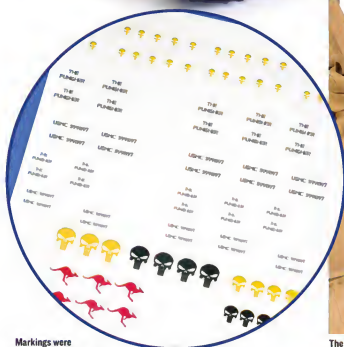
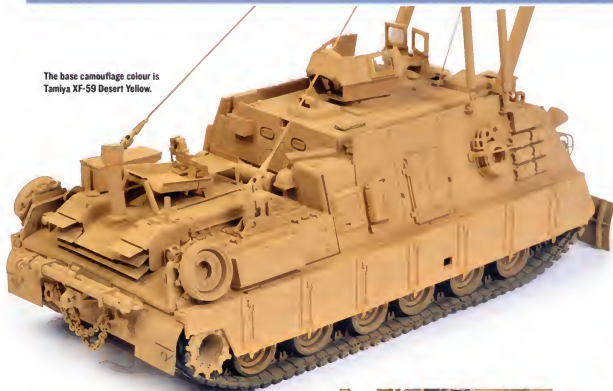
The rungs and various fittings are a challenge to install, but add greatly to the overall effect of the vehicle.

Ready for paint! The dozer blade and all the fittings are now in place.

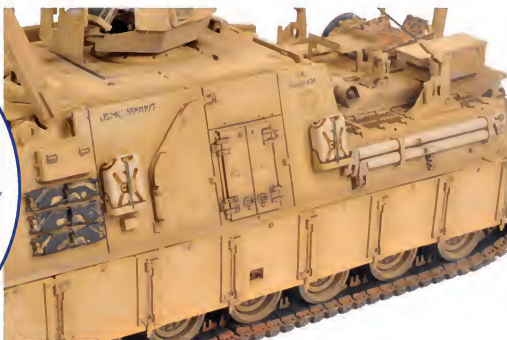


The jig with photo-etched parts in place.

The base camouflage colour is Tamiya XF-59 Desert Yellow.



Markings were home-made by Stuart Ransley and printed onto Testor's decal film.



The serial numbers and vehicle name are quite effective.



This is a big model, especially with the jig erected and ready for action.



The Legend figure's digicam uniform was painted exclusively with acrylics.



A wet mix of Mig Pigments Iraq Sand was applied to the dozer blade and the tracks.

◀ markings on both sides of the top rear of the side armour. The skulls were roughly painted by hand in a slight different colour as on the real vehicle they are very subtle, even moreso than on the kit.

The final addition was the fantastic figure by Legend. This was painted entirely in acrylics, depicting the USMC desert digicams, and the always-worn bulky but life saving body armour.

The figure was fitted into the turret behind the .50 cal, to offer a good impression of how big this beast is. It is BIG!

CONCLUSION

I would have to say that this was my most challenging project ever, but I enjoyed it all the way through.

Again I would like to thank Lcpl Morris and the crew, both for the pictures and information provided and for the courageous job they carried out during their tour.

I would also like to thank Stuart Ransley for collecting a lot of information and also the decals.

Lastly, I am grateful to Brett Green for all the time talking about and for photographing this project from start to finish - always appreciated. ■

Modelspec

Kit Used - Revell 1:35 scale MB8A1G Kit No. 03023

Accessories Used

Legend MB8A2 Conversion, Item No. LF1210
Voyager Modern US Duke IED Jammers, Item No. PE4213
RB 50 cal update, Item No. RB-35813
Legend US AFV Crew#1 Item No. LF0125
Custom made Decals

Tools and Materials Used

Hold and Fold Photo-Etch Bender
Testor Aztek A470 airbrush
Badger Velocity airbrush
Tamiya Extra Thin Blue
Gator Grip Acrylic Glue
Zap A Gap Thick Cyno glue

Paints and Weathering Products

Tamiya Acrylic: XF-59 Desert Yellow; XF-57 Buff;
XF-1 Flat Black
Mig Wash Dark Wash P220
Vallejo Wash 73201 Black, 73200 Sepia
Mig Filters: P401 Ochre for Grey Sand; P400 Grey for Dark Yellow
Mig Pigments: PQ24 Light rust, PQ37 Iraq sand.

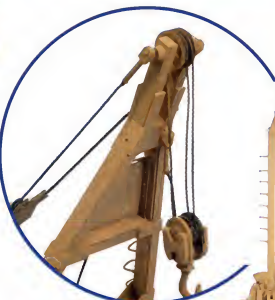
✓ Good base model, excellent quality conversion set with high detail throughout.

✗ Oversize Holding blocks on resin parts, instructions could be clearer.

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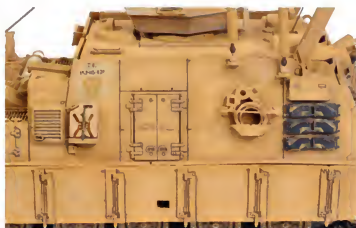
Rating ●●●●●●●●



The rigging is string, stiffened with thinned white glue.



The jig is almost as long as the entire vehicle.



The skull motifs are very subtle on the real vehicle.

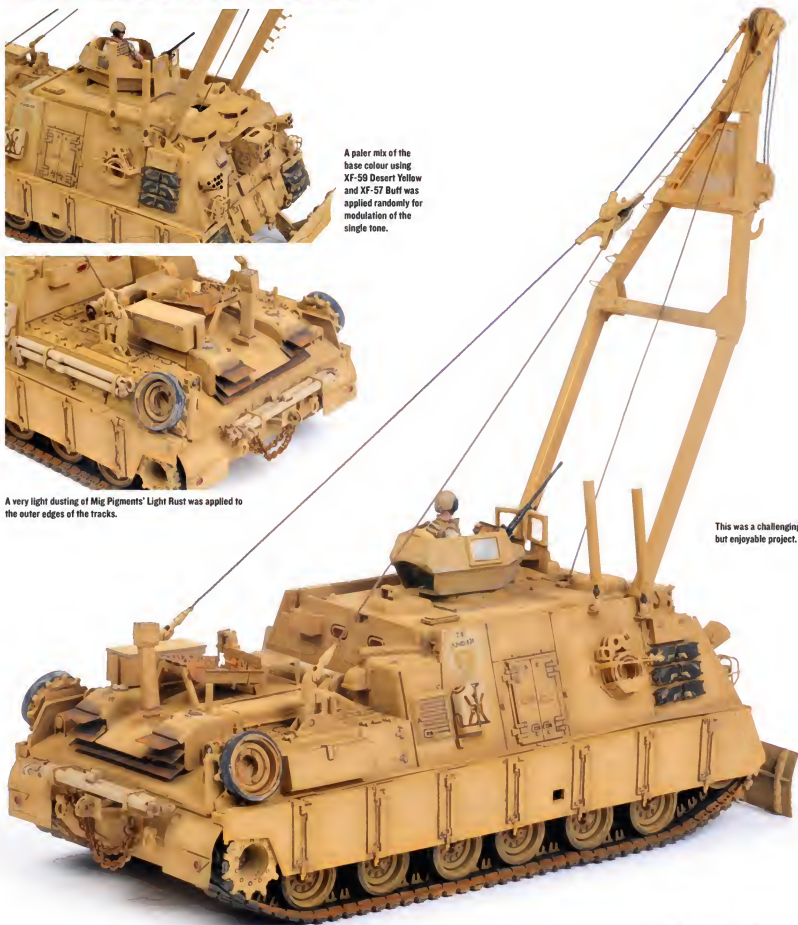
“I would have to say that this was my most challenging project ever, but I enjoyed it all the way through...”



A paler mix of the base colour using XF-59 Desert Yellow and XF-57 Buff was applied randomly for modulation of the single tone.



A very light dusting of Mig Pigments' Light Rust was applied to the outer edges of the tracks.



This was a challenging but enjoyable project.



Markings for five vehicles are provided.

A 6431



The Editor takes a look at the re-released Italeri 1:35 scale M24 Chaffee light tank.

LIGHT TANK UPGRADE

The M24 light tank was intended as a replacement for the M3 and M5 (Stuart) series.

One of the key weaknesses of the M3/M5 light tanks were their inadequate 37mm main armament. The M24 was designed with a lightweight 75mm gun, which was a variant of the same weapon used in the B-25H Mitchell bomber.

Although its armour was thin (in an effort to keep the overall weight below 20 tons), the M24 featured several notable improvements over the M5 including wide 16" tracks and torsion bar suspension to replace the VVSS units of its predecessors. This combination resulted in significantly better off-road performance and a more comfortable ride for the crew.

The first M24s reached the front lines of North West Europe by 1944, just in time to be thrown into action during the Battle of the Bulge, but many units retained their old M5s until the end of hostilities in Europe in May 1945.

Although the Chaffee did not get a chance to make a big impression in the Second World War, its role in Korea was more significant. The M24 did not fare well against Soviet tanks due to its weak armour, but it excelled at reconnaissance when supported by heavier American tanks.

The M24 continued to serve through the 1950s and 1960s with various international forces including France, Pakistan, Iran and Iraq. France employed the M24 in infantry support missions

In Indo-China during its doomed attempt to hold the colony. France also used the M24 in Algeria.

In British service, the M24 was known as the Chaffee.

Italeri originally released its 1:35 scale M24 Chaffee in the mid 1980s. This debut release was moulded in dark green plastic and featured post-war rubber block tracks (which were not particularly good) and corresponding drive sprockets. In around 2003, the kit was revised and re-released. The kit was now moulded in dark yellow plastic and sported a few changes. The most notable were the inclusion of the WWII metal tracks and new drive sprockets. Along with these new parts were some items of stowage and spare track links.

In 2010, Italeri has again released their 1:35 M24 Chaffee. This version appears to be the same as the 2003 release, including the WWII metal tracks and even the same stock number and decal options. The only difference this time around is that the kit is moulded in light grey plastic.

Italeri's 1:35 scale M24 Chaffee comprises 218 parts in grey plastic, two lengths of flexible track, a sheet of clear acetate and markings for five vehicles.

The plastic parts still look good 25 years after they first appeared. There is no evidence of mould degradation and I can't find any sink marks in places that will be visible on the finished model.

The hull is split into upper and lower halves. The upper hull features solid moulded vents on

the engine deck, but these should look good after careful painting and a thin oil wash. The lower hull tub is really well done, with access panels, suspension elements, rivets and weld beads all moulded in place.

Turret detail is a bit softer than that of the hull, especially the ventilator and the Commander's periscope. The antennas are too thick and the .50 cal fairly basic by 2011 standards. It will be a simple matter to replace these detail parts. Separate lifting hooks and tie downs are provided on the sprues. The tie downs are somewhat oversized, and would best be replaced with bent wire.

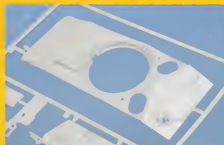
The road wheels and return rollers are each moulded as two plastic parts with a separate hub. The one-piece flexible tracks are decently detailed but, typical of Italeri, the steel-grey material is quite stiff, so some persuasion will be required to get the vinyl to sit naturally.

An optional clear driver's visor is included.

Five marking options are supplied on the small decal sheet - two US Army in Europe, WWII; one British version in Germany, 1945; one US Army vehicle in Korea, 1951; and finally a French Chaffee in Indo-China, 1953.

Don't let the vintage of this kit put you off. Either straight from the box or with a bit of extra work - especially the tracks - Italeri's 1:35 scale M24 Chaffee is still a nice little kit. ■

Thanks to Italeri for the sample www.italeri.com



The upper hull is moulded in one piece, minus the track guards.



The vents moulded to the rear upper hull are nicely done.



The lower hull tub features weld beads and access hatches.



Detail on the top of the turret is a bit softer than elsewhere.



Breech detail is moulded to the 75mm lightweight gun.



A few spare track links and extra stowage are included too.



The new sprue includes alternative drive sprockets.



The new track links feature decent detail.



The undersides of the tracks.



Lots of tie-downs are provided, but they are a bit big.

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The city of Bath was first established as a Roman spa town in AD 43, built to take advantage of the local hot mineral waters.

Work on the temple and bathing complex started in 70 AD, with additions and modifications being made over the following 300 years. Elements of the Roman Baths have been excavated and are now a major tourist attraction.

Bath also enjoyed a period as a Georgian resort town. During the 18th century, Bath was the place to be, with a thriving theatre and music scene, art galleries and regular patronage from the Royal Court. Centuries before Facebook and Twitter, Bath was also the favoured locale for young people to hone their social networking skills. Architecture throughout the city today still reflects this 18th century boom period. If you can ignore the cars and ever-present tourist buses, a walk through the streets and parks of Bath conjures images from the pages of Jane Austen, although she actively disliked like the place herself.

For modellers, Bath's third great claim to fame is the annual Bugle Call model show, hosted by the British Model Soldier Society, Bristol Area Branch.

Bugle Call 2010 was held on Sunday 21 November at the Pavilion, just east of the Avon River and opposite the picturesque but wintry Bath Cricket Ground.

Despite the tempting tourist attractions beyond the walls, visitors seemed content to browse the aisles of displays and traders.

The focus of the show is figure models, but there was also an impressive selection of military vehicles on display thanks to

strong support by local - and some not-so-local - model clubs. Re-enactors and wargamers lent colour to the event too.

A lively competition for model soldiers, vignette, diorama and vehicle models was also held.

Traders enjoyed brisk business. A number of familiar names were at the tables, including Model Design Construction, Friendship Models, Little Cars, Mr Models, Avid Reader and many more.

Clubs and Special Interest Groups in attendance included Aldershot, Art In Miniature, Avon Scale Models, BMSS Bristol, BMSS Oxford, Bristol O Gauge, Demo Table BMSS Bristol & Basement, Demo Table G Sutch, Devizes Wargamers, Early Risers, Francois Military Miniatures, Guild of Wheelrights, Hants MMC, IPMS Air Cadets, IPMS Avon, IPMS Birmingham, IPMS NASA Sig, IPMS Police Sig, IPMS Salisbury, ISCA, Jolly Bodgers, Kingswood, Letchworth SMC, Mad Model Club, N Devon, North Somerset, Odd Boyz, Pigmar Wargamers, PMSA, PMSS, Poole Viking, S Devon, Salisbury & Mid Wessex, Southbrook Modellers, Tarka, The Basement, Torbay, UK Tank Club, Universal Modelling Club, W Middlesex Model Club, WAMP, Wells Wargamers and West Berks Model Club.

Congratulations are due to the British Model Soldier Society for a well-organised and enjoyable event.

Bugle Call will be well worth a visit in 2011 too. The venue really does offer something for everyone. While you are immersed in the plastic smorgasbord at the show, your other half will be happy to wander the historic streets of Bath. I know mine was! ■



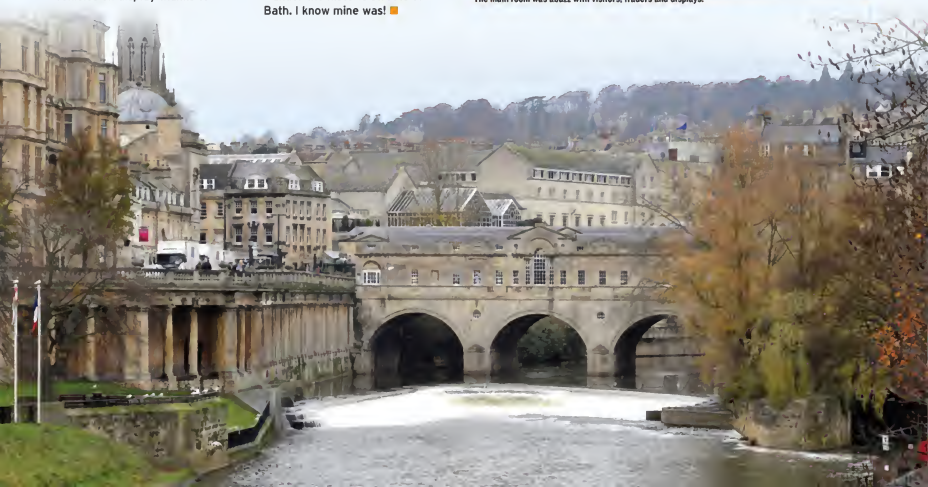
The Pavilion, venue for Bugle Call 2010, is located just east of the beautiful Avon River.

BUGLE CALL

The Editor visits the 2010 Bugle Call show in the beautiful spa city of Bath.

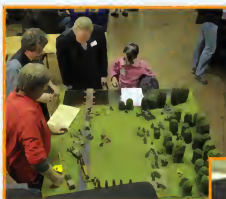


The main room was abuzz with visitors, traders and displays.





The wintry weather barely deterred the intrepid volunteers staffing the reception area.



This rusted-out Tamiya Citroen IICV was nicely done.

Several wargames were playing out over the course of the day. It was nice to see young and old enthusiastically involved.

The competition was compact but featured some impressive entries.



Re-enactors added some colour to the room.

British Model Soldier Society, Dorset.



Smaller pieces in competition included this tiny dwarf.



This leafy 1:35 scale Scorpion was displayed by IPMS Salisbury.



The competition was notable for its high quality vignettes and dioramas.



A Sherman V ARV conversion was on show by West Middlesex Model Club.



South Hants Military Modelling Society had this striking 1:35 scale LCM and Kitchen Barge behind glass. Very inspiring!



There was an impressive array of military models on the tables.



This vignette of 5 Para in Suez, 1956, grabbed my attention.



An ambitious conversion - 1:35 scale Sd.Kfz. 9/2 based on Tamiya's FAMO kit.



Model Military International magazine contributor Darren Thompson had a number of models on the South Devon Modellers stand.



Darren's work in progress was on display too.



This 1:35 scale King Tiger is approaching the painting stage.



Italeri expands its 1:35 scale maritime range with the German Biber midget submarine, complete with two figures.

POCKET SUBMARINE

According to Italeri's box top, The U-Boot Biber was the most notorious pocket-sized submarine deployed by the Kriegsmarine during the Second World War.

Design of the nine metre U-Boot commenced in February 1944, and the type set to sea only six months later. The Biber had a range of 240 kilometres, a surface speed of 6.5 knots and 5.3 knots submerged; and could be fitted with two 530mm torpedoes operated by its one-man crew.

300 Biberes were manufactured but they had little impact on Allied shipping due to the limitations of the design, the high workload of its unfortunate crew, and hasty training.

1:35 is a large scale for maritime subjects, but the kit is a compact 186mm thanks to the diminutive proportions of the full-sized vessel.

Italeri's 1:35 scale U-Boot Biber comprises just 47 parts in grey plastic, a fret of photo-etched metal and a sheet of clear acetate. Markings for three boats are also included.

The kit's hull is split into two halves - left and right - which are moulded with the conning tower in place. Surface texture

is an authentic mix of raised and recessed detail. I particularly like the fine yet ragged raised weld beads on the hull.

A basic interior is offered. This includes a seat, an instrument panel and two wheels. The instrument panel may be assembled from a decal sandwiched between the plastic base and a photo-etched face, or by using an alternative decal directly on the plastic base.

The external rudder actuator is moulded as a separate part, so it looks as if it will be a fairly easy matter to reposition the rudders by cutting the actuator rod short.

Unusually, transparent parts are supplied on a die-cut clear sheet of acetate. The conning tower windows are slightly curved, so the flat parts will need to retain some tension to stay in place. Something stronger than white glue will be needed for this. The shapes will be easy to remove from the surrounding sheet by simply peeling them off the self-adhesive backing sheet.

Additional photo-etched parts include the hull straps and other smaller fittings. The propeller shafts are also mounted on folded photo-etched parts.

Two different torpedo designs are provided. They differ in

the rear section and propeller assemblies.

A four-part stand with two decals is also included.

The two figures are a little stiff in their poses, and detail is not up to the standard of the latest releases from Dragon or after-market resin providers, but they will add a sense of scale and context to the model. Replacement heads would probably be a worthwhile investment though.

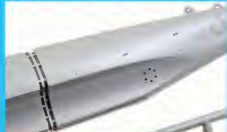
Markings are provided for five options. Four are in overall dark grey, but the third features an Art Deco pattern of white, grey, brown and black. Colour callouts refer to Model Master enamel and acrylic paint numbers. One of the grey options wears a large shark's mouth on the bow - very impressive too!

Italeri's 1:35 scale U-Boot Biber is a nice little kit that should be fast and easy to build and offers many interesting opportunities for vignettes and dioramas. It will also be a useful test bed for weathering techniques, and a breath of fresh air as alternative but related subject matter for military modellers. ■

Thanks to Italeri for the sample www.italeri.com



Mouldings are all crisp and clean. The conning tower is integrated with the hull halves.



Surface detail is nicely done. I especially like the weld beads.



The top hatch is separate and may be posed open.



Smaller details are flash-free and are attached by fine sprue connectors.



Figures are a bit clunky but they will lend a sense of scale and context to the U-Boot.



The torpedoes are supplied on two identical sprues.



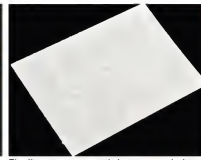
Two torpedo versions may be assembled from the parts on the sprues. The rear sections of the torpedoes are different.



A four-piece display stand, along with title decal, is also included.



Photo-etched parts comprise hull straps, propeller shaft mounts and some smaller fittings.



The die-cut transparent windows are attached to a self-adhesive backing sheet.



Markings are supplied for five vessels. Some nice options here!

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SS2047 - TIGER I In Action



The Tiger is arguably the most feared tank of WWII. Billed as invincible by Nazi propaganda, the massive, heavily armed and armored, vehicle's mystique has continued to grow in the intervening years. Often forgotten were the 56-ton behemoth's weaknesses, among which were a feeble power-train and suspension, an unquenchable thirst for precious fuel, and perhaps most crucial, the huge drain it imposed on Germany's manufacturing and engineering resources. Illustrated with over 200 vintage photographs, plus color profiles and detailed line drawings; 72 pages.

SS1219 - B-17 Flying Fortress In Action



This book delivers a visual overview of the aircraft's development and use. It also highlights the roles played by individual aircraft and their crews, such as the 'Memphis Belle', which completed 25 missions over enemy territory; 'Stage Door Canteen', christened by Winston Churchill's daughter; and 'All American', which demonstrated the incredible toughness of the Flying Fortress by returning safely to base despite having its tail nearly sheared off by a Messerschmitt. An unmatched, lavishly illustrated account of one of the greatest warplanes of all time. Illustrated with 200 vintage photographs, plus color profiles and detailed line drawings; 80 pages.

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Covering all of the major aspects of the Japanese attack on Pearl Harbor, this book is written so that it will appeal to both the layman, seeking an understanding of what happened on the 'Day of Infamy,' and to the enthusiast who wishes to learn much more information than is usually found in a book of this size. Photos with detailed captions, extensive artwork, charts, tables, maps, and text combine to make this a comprehensive yet very affordable reference on one of the most important dates in World history.

NEW!



SS4034 - PT Boats in Action



American Patrol Torpedo (PT) boat crews served valiantly in every theatre during WWII. From the Aleutians to the Mediterranean, these men harassed enemy shipping, launched attacks against much more formidable warships, rescued downed air crews and spirited General Douglas MacArthur to safety from Corregidor Island in March of 1942. This volume chronicles the evaluation, use, and eventual destruction of the US PT boat fleet through 180 photographs, many of them colour. Covers ELCO, Higgins, and Huckins boats.

SS5720 - M3A1 White Scout Car Walkaround



The White Motor Company began serial production of the four-wheel-drive M3A1 Scout Car in 1940. Covered in quarter-inch face-hardened armor, the vehicle served the US military as scout, command car, ambulance and in some cases as a gun tractor. Armed with one .50 caliber and two .30 caliber machine guns on a skate rail that completely surrounded the fighting compartment, the M3A1 saw action in the Philippine tropics, the North African desert and during the 1943 invasion of Sicily. However, US forces soon replaced the open-topped M3A1 with other armored vehicles that afforded better coverage. Because the vehicle was widely exported it served on - heavily used by the Red Army on the Eastern Front and by Free French, Belgian, Czechoslovak and Polish forces throughout WWII. Later, France took the vehicle into combat in colonial wars in Indochina and Algeria. Illustrated with more than 200 photographs, plus color profiles and detailed line drawings. 80 pages.

SS5722 - Valentine Tank Walk Around



The Valentine Infantry Tank III, a private venture design from Vickers-Armstrong, was the third of Great Britain's Infantry Tank designs. Though not the first tank to go into battle against the Axis in World War II, the Valentine has the distinction of having the highest production numbers of any wartime British tank, and arguably the most variations. A total of 8,275 Valentines were produced in no fewer than 11 major variations - from Mark I to Mark XI - along with Duplex Drive and other specialized versions. The Valentine received its baptism of fire with the British 8th Army in Operation Crusader in North Africa in July 1941. From that date until late 1943, the Valentine was Britain's primary Infantry Tank. Besides fighting under the Union Jack, Valentines saw action under the flags of Canada, the Soviet Union, Australia, and New Zealand. They took part in combat in both the European and Pacific Theaters, and after the war continued to serve several British Commonwealth armies as late as the 1950s. Illustrated with 250 photographs, plus color profiles and detailed line drawings. 88 pages.

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Andy King builds Dragon's 1:35 scale Sd.Kfz. 251/9 Kanonenwagen, fitted with the short-barrel 7.5cm L/24 gun.

ESS-PAY-VAY WITH PUNCH

The Sd.Kfz. 251 Schützenpanzerwagen (SPW or Ess-Pay-Vay as it was known to German crews) was first developed to enable troops to keep up with the Panzers on the battlefield, the first real mechanised infantry. Starting in 1939 with the 251/1 Ausf. A, the half-track was adapted to suit various roles including the basic troop carrier, communications, flame-thrower etc. To simplify construction a complete redesign was ordered and in 1943

production began on the new shape Ausf. D, again the vehicle providing a basis for different versions.

Armed with the short-barrelled 7.5cm L/24 gun one of these variants, the 251/9 Ausf. C Kanonenwagen, was designed as a close-support vehicle for the infantry. Commonly known as the 'Stummel' (or stump) due to the short barrel, the 251/9 was also converted from the Ausf. D chassis. Due to the low setting of the gun and its floor mounting the conversion was a lengthy one as

the upper hull had to be cut away and the interior modified. It was also very difficult for the driver to get out in an emergency. Later models had the gun mounted on steel plate across the crew compartment and thin armour plate added to the sides, which raised the profile of the vehicle somewhat.

THE MODEL

Dragon's kit of the Sd.Kfz. 251 D was released about six years ago and was the first newly tooled

model of this variant for a long time. It was greeted with a great deal of enthusiasm at the time. It was a '3 in 1' kit so the modeller could choose from three different versions; 251/1, 251/1 'Falke' fitted with infra-red night fighting equipment or the 251/9 'Stummel'. Just for a different looking 251 I chose the latter. Because there are three versions you need to read the instructions carefully as the interior has different layouts.

Four figures are included from Dragons 'Nachtjäger' set. These



feature various infra-red devices attached to weapons - handy for those 'what-if' or '1946' dioramas alongside the 'Falke' 251/1 version in the kit.

CONSTRUCTION

Kicking off with construction, I skipped most of Stage 1 of Dragon's Instructions, as the floor plate covers the fuel tank, battery and transmission. However I wanted to open the access plate in the floor for the fuel tank so this part was glued in.

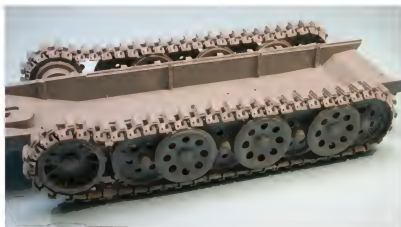
Stages 3 and 4 deal with the front axle and road wheels and here is one of the minor gripes with the kit. The drive sprockets are missing the small rollers between the two halves. Fortunately, this is easily rectified with 1mm diameter plastic rod. Also, the outer set of road wheels are missing the distinctive concave shape around the lightening holes as they are moulded flat. To try and improve the appearance I used a round reaming tool from a Dremel set in a pin vice and lightly ground ▶



A Dremel reaming bit being used to make the concave shape to the lightening holes on the road wheels. This is a simple but effective modification.



The tracks are made up in sections then glued around the road wheels and drive sprockets.



These sub-assemblies are put aside to dry.



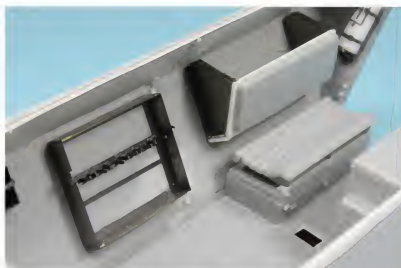
The stowage lockers made from sheet styrene.



The front visors were shaped from sheet styrene.



The new antenna mount was scratch built from styrene strip.



The ammunition rack and seat backrest mounts are photo-etched part.



The front armour plate with the hole cut out for the engine starter handle.



The photo-etched interior details may be seen in this view. Note that the passenger's side seat mount has been blanked off.



The fire extinguisher has been rebuilt and detailed with photo-etched parts.

away the plastic around the holes taking care not to enlarge them at the same time. To smooth it out I washed over the wheels with a small amount of liquid glue then fixed all the wheel halves together.

There are two types of track supplied in the kit - the earlier type with rubber pads are on the sprues and the later style are in the bags. For most models of the 251 you should use the earlier type so these were removed from the sprues, cleaned up and glued together in lengths. While these lengths were setting the wheels

were dry-fitted to the axles. The track was fixed to the drive sprocket first then around the wheels, finally securing the track to the wheels with liquid glue and left to set.

Dragon provides a reasonably detailed hull interior but improvements can be made. On the real vehicle there are thin steel plates bolted to the sides of the interior to accommodate the different layouts, and results in a noticeable gap running along the top of the fighting compartment. These 'plates' are moulded as

solid slabs in the kit so I decided to replace them with thin styrene sheet. After many hours of sanding, sanding and more sanding of the upper hull interior and thinking maybe this was not such a good idea I eventually removed the slabs.

The floor needs to have the base of the right-hand seat removed as this seat was not present on the real vehicle. Unfortunately, this will leave you with a big hole to fill. Ideally you need to cover it with etch floor plate from your favourite manufacturer to match the rest of

the floor. Alternatively, you could just do what I did and fill it with styrene sheet with a view to hiding the blemish with ammo boxes later on. Also the fuel filler access floor plate was removed and the fuel tank painted in a red primer colour.

My method of getting the lower hull together was to glue the bulkhead (B7) to the floor (A29) first and let it set. I then removed the excess lumps of plastic at the front of the bottom hull and about 1.5mm from the front of the raised sections by the driver's and radio operator's position. The hull sides



Electrical cabling has been added from wire on the port sidewall and radio. Note the scratch built folding seat.



A close-up view of the scratch built antenna mount.



Detail added to the driver's compartment.

were glued to the hull bottom, then the floor was placed inside the hull and the bulkhead glued to the hull sides, taking care to keep the floor flat and taping the hull sides to the bulkhead to keep them together. At this point you can glue the rear plate (A6) in place too, again taping it all together. After this is all dry you can finally glue part B9 into place and it should result in a good gap-less fit all round. Before fitting the upper hull, the ejector pin marks need filling and raised lines need removing as they are very noticeable.

After the upper hull was fitted and cleaned up, the interior had the replacement sheets glued inside. Because I had thinned out the edges of the fighting compartment upper hull on a slight angle, this left the gap that I was trying to achieve between inner plates and outer hull.

The interior was detailed using a mix of kit parts and etch, bolt heads for the plates were made using a hexagonal punch and die set and a new fold-up seat was made from strip styrene. The radio was detailed using copper wire plus a new antenna base was fabricated from styrene strip. The driver's visor was of a simplified later type whilst the other side was blanked off so sheet styrene was used to make new ones, kit parts being used to detail the back of the driver's visor.

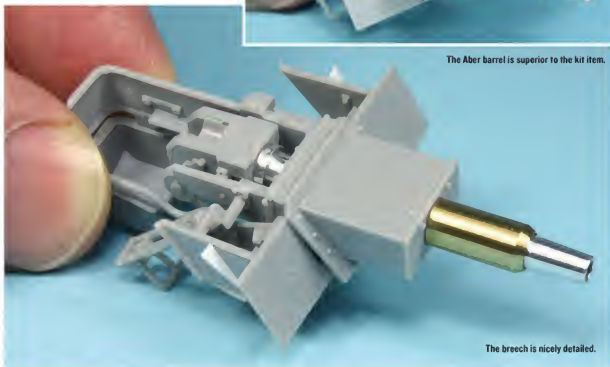
The main armament is quite reasonably detailed, however the kit barrel was replaced with an Aber item. Inside the empty shell basket there is a pin mark that needs filling.

Turning to the outside of the vehicle, I wanted to have all the stowage lockers open. The kit parts are way too thick for this so I replaced them completely from styrene sheet, using the kit parts as templates. A lot of pictures of 25Is show the engine crank handle cover missing from the front plate so this was drilled out and the plate thinned at the back as

this part is quite chunky. Various other details were added such as tie down loops and tool clamps, the etch plates on the upper hull that replaced parts G2 and G3 were fixed to part R16 and left as a separate assembly. This made painting the interior easier. ➤



The Aber barrel is superior to the kit item.



The breech is nicely detailed.

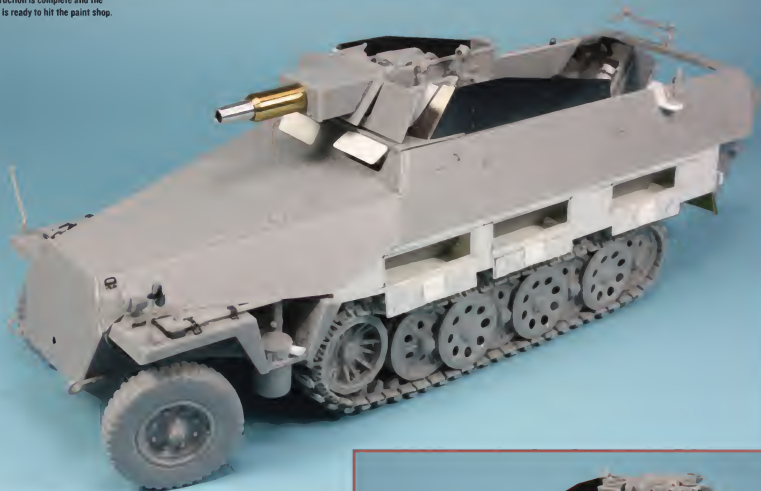


Valves were added to the front wheels from brass wire.



The drive sprockets with the small rollers added from plastic rod.

Construction is complete and the model is ready to hit the paint shop.



The interior is quite busy.



The open rear doors expose much of the interior detail.



After the black undercoat the interiors of the stowage lockers were painted with Humbrol Matt 70.

The base camouflage coat was Tamiya XF-60, mixed with a few drops of XF-19 Flesh and gradually lightened with XF-2 White.



The painted and weathered model.



An MG 42 and a helmet have been added to the stowage bin.



More stowage on the passenger's side.



Chipping has been applied along the edges of the vehicle. Some subtle scratches have also been added to the panels.



The exhaust has been given the rust treatment and a sooty stain has also been added.

PAINTING

The model was washed in warm soapy water to get rid of dust and grease and when dry given a coat of Games Workshop Chaos Black Inside and out.

Humbrol Matt 70 was sprayed into the stowage lockers for the red primer, after which these were sealed off with masking tape.

The colour scheme chosen was from the kit instructions so thin coats of Tamiya XF-60 Dark Yellow mixed with a few drops of XF-15 Flesh were air brushed overall, allowing the black undercoat to show through in places as a pre-shade. Drops of XF-2 White were added to the base coat to lighten the upper surfaces.

More Tamiya paint, this time X-22 Clear, was sprayed all over to give a good base for the weathering and decals (yes, all two of them on my model).

WEATHERING

After spending minutes applying the two decals and sealing them in with a coat of Johnson's Kleer I gave the model a thin overall wash of black and dark brown oil paint, using a heavier wash for various details to make them stand out. When dry after a couple of days, a coat of Hannants Xtracrylix matt varnish was sprayed overall.

The tyres were painted dark grey prior to spraying the running gear with a mix of Humbrol Matt 33 Black and Matt 29 Dark Earth.

Various oil colours were dotted all over the model then worked in using a flat brush moistened with thinners. Doing this helps to give some tonal variation on what can be a pretty dull scheme. Lighter oil colours were used on upper surfaces. Paint chipping was done with a fine brush and various Vallejo paints. Mig Productions ►



Humbrol Matt 70 was sprayed into the stowage lockers for the red primer.

"Dragon provides a reasonably detailed hull interior but improvements can be made..."

Modelspec

Dragon 1:35 scale Sd.Kfz.251 Ausf. D 3 in 1 Kit No. 6233

Materials

Injection moulded grey coloured styrene. Clear styrene. OS Vinyl styrene. Etch metal sheet. Waterslide decals. Metal barrel. Three turned brass shells. Four bones 'Nachjäger' figures.

Paints Used

Games Workshop Chaos Black; Tamiya XF-2 White; XF-15 Flesh; XF-60 Dark Yellow; X-22 Clear; Vallejo 819 Iraqi Sand; 822 German Camo Black Brown; Humbrol Matt 29 Dark Earth; Matt 33 Black; Matt 70 Brick Red; Various oil colours

Accessories Used

Aber 7.5cm L/24 barrel. Item No; 35124
Eduard etch set No; 35832

References

Panzertrucks No.15-3 Mittlerer Schuttenpanzerwagen (Sd.Kfz.251) Ausf. C and D ISBN 0-9771643-5-7
Nuts and Bolts Volume 21 by Heiner Doske, Tony Greenland and DeWier Terliston Sd.Kfz.251 Tank Power Vol.VI. Wydawnictwo Militaria ISBN 83-7219-215-4
Sd.Kfz.251 Tank Power Vol.X. Wydawnictwo Militaria ISBN 83-7219-224-3
AFV Modeller Magazine Issue 18, Sept/Oct 2004

✓ First new-tooled 1:35 scale Sd.Kfz.251 Ausf. D in ages.

✗ Tricky hull fit. Drive sprockets missing the small rollers. Instructions vague in areas.

Available from

Dragon kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net and available in all good model shops Worldwide.

Rating ●●●●●●●●

◀ European Earth was flicked around the lower half of the model, while various shades of pastel chalks were used to simulate the rust on the exhaust. Black pastel chalk was worked into panel lines and corners.

Interior details were painted and to finish off the drivers roof and side armour assembly was fixed into place along with the main gun.

CONCLUSION

Dragon's 1:35 scale kit of the Sd.Kfz.251 is still pretty good six years after release.

The only real nitpicks are the road wheels (which can be improved per the article) and the interior floor as the transmission cover is a bit on the small side. In hindsight I think I should

have used a photo-etched set for the stowage lockers to deliver the ultimate detail, but a bit of scratch building now and again doesn't hurt! ■



The 7.5cm gun lends a very different line to the top of the Sd.Kfz.251!



The colour scheme chosen was from the kit instructions so thin coats of Tamiya XF-60 Dark Yellow mixed with a few drops of XF-15 Flesh were air brushed overall.

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- Painting and weathering Tamiya's 1:48 Beetle, but just half of it!
- Tamiya's 1:35 Kübelwagen converted to a civilian van
- Bronco's 1:35 Sd.Kfz. 221 w/s.Pz.B.41
- Revell's Star Wars Republic Gunship gets a mild make-over

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PART ELEVEN - CRUSADER TANK

William Marshall continues his analysis of an important source document describing the contentious camouflage colours used by British and Commonwealth military vehicles during the WWII campaign for the Middle East and North Africa. In Part Eleven, William describes the application of Caunter camouflage to the Crusader Tank.



The Crusader was not commonly seen in the Caunter scheme and only a handful of known photo examples can be found painted with Caunter camouflage. Our example was one captured by the Germans. Interestingly, the black and white cross on the front hull can still be seen. It still carries the white British WD number on the turret. ■

(Top-right) Bearing the black cross of a captured vehicle on the front of the hull, this Crusader is painted in the classic Caunter scheme.

(Below) A left side profile colour profile of the above captured tank.

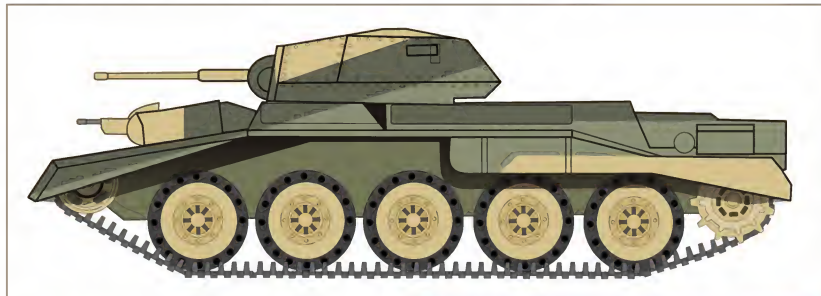
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March 2011 - Model Military International 33

“Light, fast and manoeuvrable, the Autoblinda AB 41 could reach 70 km/h on road and 40 km/h in open country...”



POLIZIA TROPICALE

Javier Redondo Gimenez presents a small scene featuring Italeri's 1:35 scale AB 41 armoured car and two figures from Model Victoria.

With the experience gained during the invasion of Ethiopia and the subsequent intervention in the Spanish Civil War in support of the rebels, the Italian army concluded that it should increase and enhance the motorization of their armed forces.

The Autoblinda AB 41 was a project commenced in 1939 to address those needs. The AB 41 provided a useful armoured car both for the Regio Esercito (the Italian Army) and the forces of the Polizia Coloniale for its security functions in the new Italian colonies in North Africa.

Ansaldo Fossati was in charge of designing the armoured hull and the Fiat-SPA turret and mounting the chassis and mechanics. Two prototypes were presented to Mussolini and his staff on 15 May 1939 at the Centre for the Study of Motors in Rome. The results of the various assessments were satisfactory so the vehicle was ordered into production under the name of AB 40.

The first AB 40s, armed with two machine guns mounted on the turret, left the factory in March 1941. This model served liaison for the later version, the AB 41, which replaced the original turret with one that was also found on the L6/40 tank.

Light, fast and manoeuvrable, the Autoblinda AB 41 could reach 70 km/h on road and 40 km/h in open country thanks to its Abm SPA 1, 6-cylinder water cooled 80 hp engine. The range was 400 km.

Armament comprised a Breda Model 35 20 mm machine gun and two Breda Model 38, 8 mm machine guns. The vehicle featured all-wheel drive and independent suspension. The two spare wheels, located on both sides of the vehicle, performed the role of "idler" protecting manoeuvres in tight terrain. The AB 41 weighed seven tons and had a crew of four.

AROUND 550 VEHICLES WERE BUILT.

The AB 41 earned a well-deserved reputation as an excellent vehicle for reconnaissance. This versatile armoured car saw front line service on the battlefields of Italy, Africa, Russia and the Balkans.

After the Italian Armistice of September 1943, the faction that remained loyal to Il Duce formed the RSI (Italian Social Republic). The RSI employed the AB 41 vehicles to carry on the fight against the Allies. The Germans seized 37 units that were then used in protection of railways, police and anti-partisan struggle. German forces also finished assembling 20 more than at the assembly lines. In German nomenclature was known as Pz.SpWg. AB 41 201 (i).

Development of the AB 43 got underway in July 1943 but the Armistice of September 1943 halted the project. Even so, 102 examples were subsequently constructed and used by the Germans and the troops of the Republic of Salò.

The AB 43 was an updated version, upgunned with a 47 mm antitank gun.

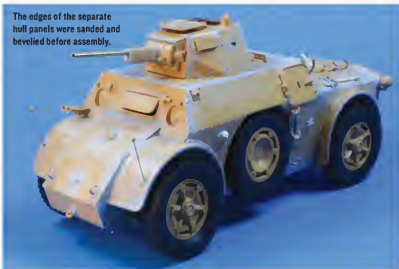
THE MODEL

Sometimes it seems that WWII German subjects completely dominate the lists of new model releases. The rare exceptions can be spectacular though – take Tamiya's 1:35 scale Char B1 for example. Even so, model companies will surprise us from time to time. Italeri's 2005 release of a 1:35 scale AB 41 is a perfect case in point. Hopefully the streak continues!

The model from Italeri is provided with three-piece wheels with the "Taco" pattern tyres in black flexible vinyl. It would have been nice if Italeri had also included the Sahariana-style wheels more frequently fitted to this vehicle. Fortunately, there ▶



Italeri's 1:35 scale AB 41 is a generally nice kit that is quite straightforward to build.



The edges of the separate hull panels were sanded and beveled before assembly.



The rivets were sanded from the turret and replaced with more appropriately sized items.



The red, white and green Italian flags were painted using Humbrol enamels and home-made self-adhesive masks.



The paint was sprayed at very low pressure to avoid unwanted overspray or leaching under the masks.

are plenty of after-market wheel options available if they are required.

Italeri's kit includes markings for five versions, with colour marking instructions. Two were attached to the Regio Esercito, two are German and one of the IHR. Detail is typical of the Italian brand with an overall average level that requires some extra work. Even so, the model is well worth having thanks to the attractive subject in question and its good value for money.

Construction is relatively simple. The only complication is the fit of the separate hull panels, which should be filed and bevelled to get the parts to join without gaps.

All the rivets should be sanded off the turret and replaced, as they are the wrong size.

Extra detail was also added to the gun breech and to the inside of the hatch. Other improvements, seen in the photos, are made with household materials from various sources.

PAINTING AND WEATHERING

Coupled with its attractive setting and wide range of camouflage options, this vehicle meets all the conditions needed to enjoy. The choice proved to be difficult because there were so many interesting options, but I wound up deciding to depict my vehicle in service with the PAI (Polizia Africa italiana) mainly because I liked the Italian flags painted all around the vehicle.

The Italians used two shades of colour on their vehicles in Africa - Sand and Desert Sand-Brown. In this case I chose the second using a mixture of Tamiya Acrylic XF-60 Dark Yellow and XF-2 White thinly applied in airbrush layers, and allowed to dry between each. After the base coat was applied, I sprayed random patches of a paler shade, lightened with white, to vary the base colour.

Next I drew templates for



(Above Left) Oil paints were used to simulate the environmental wear and tear and general fading.

(Above Right) The "14" digits were obtained by changing the order of serial numbers that were included on the AWO decal sheet.

(Left) Every nook, cranny, crevice and corner was covered with a heavily diluted mixture of Tamiya Acrylic XF-10 Brown and XF-1 Black.



(Left) The base was built in three separate layers. The building was the top layer. This was built from scratch using foam board.

(Centre) The lower zone was modelled from Magic Sculpt in combination with Aquaplas, fine sand and pebbles for the surface texture.

(Right) Vallejo paints and Mig pigments lent an appropriately sandy tone to the base.



different flags, fixing them in position with care and lowering the pressure of the compressor to a minimum to prevent the overspray and running of the paint in the wrong places. The colours for the Italian flag used here were Humbrol enamels, Red 19 White 22 and Green 105.

The masks were carefully removed and allowed to dry properly for a decent period. Numerals were then added to both front fenders and on the sides. These were obtained by changing the order of serial numbers that were included on the AWD decal sheet for the AB 41. According to the reference photos, the vehicle numbers were as follows:

- Vehicle number 10, serial # 0762
- Vehicle number 11, serial # 0763
- Vehicle number 12, serial # 0764
- Vehicle number 13, serial # 0765
- Vehicle number 14, serial # 0766
- Vehicle number 15, serial # 0767

After interpreting the pictures in black and white, the digits were painted in black but some colour profiles suggest that they were actually red.

Every nook, cranny, crevice and corner was covered with a heavily diluted mixture of Tamiya Acrylic XF-10 Brown and XF-1 Black. This shading highlighted the structural areas of the model. This done, some filters of grey medium, white and brown, successively diluted by 95% thinner, were applied. Each coat was allowed to dry thoroughly before the next was applied.

I now turned to oil paints to simulate the environmental wear and

tear and general fading that would have been very obvious, especially in the harsh environment of North Africa. In this case, I used Titanium White, Yellow Ochre, Burnt Sienna and Burnt Umber. These colours are applied with a fine brush as a thin selective wash to outline and shade detail.

The surface chipping is done with a lighter shade than the base colour. Deep peeling was achieved with Panzer Aces' Rust colour and applied to the vehicle with logic and hopefully restraint! You do not get any better reference than contemporary photos, so that is what I used wherever possible.

The metal edges and worn areas were depicted with a graphite pencil.

A layer of dust was applied by a combination of dry dusting and solvent washes using Mig pigments P027, P030 and P037. ▶



The surface of the building was stippled with a hard-bristle brush.

Both figures are from Model Victoria.

One of the figures had feathers removed from his helmet, and the other had his head replaced with an item from Hornet.



The figures were painted with Vallejo acrylics. The Commander's leather jacket has been buffed to a semi-gloss sheen.

A layer of dust was applied by a combination of dry dusting and solvent washes using Mig pigments P027, P030 and P037.



The entire scene was built on a simple piece of 16cm x 15cm Polifoam. The metal edges and worn areas on the vehicle were depicted with a graphite pencil.

SETTING THE SCENE

I like to accompany the models in a setting that represents the natural habitat of the vehicle. I think it helps the viewer understand the context better than a simple base. It is not necessary for it to be a full-blown diorama, or tell a story, or represent Omaha Beach (for example) from end to end. A relatively simple piece of ground concrete, concise and detailed, is enough to suggest a good framework for a relevant picture.

In this case, a 16cm x 15cm piece of Polifoam was used as a base. The setting was divided into three levels. The lower zone, "Rocky", is modelled with flat Magic Sculpt while working with Aquaplast, fine sand and pebbles for the surface texture.

The building is made from foam board and with Evergreen plastic putty delivering texture. The surface was stippled with a hard-bristle brush to paint with acrylics, followed by Vallejo paints.

The figures are from Model Victoria. They are of the highest quality and feature very natural poses. The only changes made were to remove the typical Bersagliere plume of feathers on one of their helmets; and to replace the head of the other with an item from Hornet.

The figures were painted using Vallejo acrylics (see the detailed chart in the Modelspec section) with a technique representing overhead light. ■

Modelspect

Tamiya 1:35 Leclerc Series 2 MBT Kit No. 35279

Materials

Decals AWorld of A1-028-02 Decals AB 41
Model Victoria 4057 Italian Tankers

References

Autobinda AB 41 & AB 43, Auriga Publishing International, Italy 2005
Italian Armoured Vehicles of WW II, Squadron Signal Publications, USA 2004
Steel Art No 19, Auriga Publishing International, July 2005

Paints used

Humbrol (enamels): 72 Khaki Drill, Dark Earth Brown, Red 19, 22 White, 105 Green Marine, 196 Medium Grey
Tamiya (acrylics): XF-2 White, XF-1 Black, XF-60 Dark Yellow, XF-10 Earth Matte, XF-57 First
PANZER ACES (acrylics): Dark Oxide
MIG Pigments: P030 Beach Sand, P037 Gulf War Arena, P027 Powder clear
TITAN (oils): Titanium White, Yellow Ochre, Umber, 96 Sienna
Vallejo Acrylic colours used for figures
Tanker's Overalls: Base: 007 • Oxford Blue Prussian blue touch 965 • Royal Blue 809
Lights: Oxford Blue 845 Gold 807 • Meal 2nd Light, 876 Brown Arena
Shadows: 809 • Royal Blue Violet 950 black 960 • Jacket: Base: 950 • Earth Matte Black Matte 963
Lights: 944 Old Rose
Wear: Ochre Brown 856, Brown 851 and Orange Intense 984
Seams: 877 Brown Gold
Shadows: Black 950
Helmets: Base: 861 • Black Bright Pink Salmon 835
Lights: Pink Salmon 835 Prussian Blue 965
Washes: Uniform Umber 941 and English 921

✓ Interesting subject; reasonable level of detail; good value for money.

✗ Incorrectly sized rivets on the turret; some additional work required to get the hull panels to fit perfectly.

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Rating ●●●●●●●●





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The Editor transforms Tamiya's 1:48 scale KV-1 into the KV-85 - an early Soviet 'Animal Hunter' designed to cope with Tiger and Panther tanks.

STALIN'S MISSING

Is it a KV-1? Is it an IS tank? Is it a T-34?

No. It is a KV-85!

The KV-85 was an interim step between the KV and the IS tanks; an expedient measure to hastily equip the hard-pressed Soviet armoured units with a tank gun that would be able to deal with the deadly new German Tiger and Panther tanks.

The 85mm D-5T gun was the logical choice, and the KV-85 was the result of mating a new, larger turret with this more powerful weapon on a modified

KV-IS hull. 130 KV-85 tanks were manufactured, seeing service with various Guards Armoured units from late 1943.

Rapid development of the concept resulted in the IS-1 (also equipped with the 85mm gun), and the IS-2 in much larger numbers. The resemblance between the KV-85 and the IS family is unmistakable.

Gaso.Line has been producing 1:48 scale armour conversions and kits for some time now, but the recent explosion of Tamiya and Hobby Boss kits onto the market

must have seemed like a incredible stroke of fortune. Suddenly, 1:48 scale armour was transformed from a niche area, its exponents scrounging parts and searching for kits long out of production, into a mainstream interest with state-of-the-art models.

Gaso.Line has taken advantage of its lineage in the scale and these new models with several new conversions based on Tamiya kits.

Gaso.Line's 1:48 scale KV-85 conversion comprises around 50 parts in grey and green coloured resin, a turned metal gun barrel

and two lengths of wire - one copper and one brass.

The resin parts are very well cast.

The focus of the conversion is the replacement turret, upper hull and running gear parts.

The turret is a large, solid casting with holes cast in place inside the hatches, permitting the installation of crew figures if desired. The characteristically rough casting texture is authentically represented, as are the heavy weld beads along the bottom of the turret. Smaller



Gasoline's running gear parts are cast in pale grey resin.

Most of the casting plugs are quite easy to remove.



The turret is a large single casting. The area surrounding the rear machine gun is not quite the correct shape, and the cupola is a bit too squared off at the top.

NG LINK

raised weld lines are also present on the turret roof and cupola, as appropriate. Hatches and the dome vent are supplied as separate pieces. The gun mantlet is designed to be trapped between two resin parts using the poly caps supplied in Tamiya's kit. This works perfectly, allowing full elevation and depression of the gun when assembled.

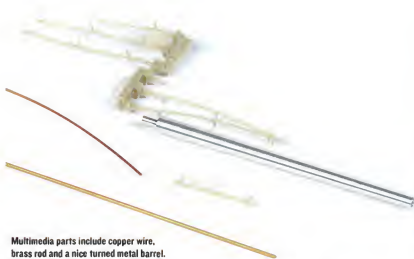
The upper hull is another one-piece casting. Even the track guards are cast in place. Tamiya's engine deck simply drops into the recess on the rear of the hull. The

inside of the turret ring is flashed over, but a few minutes with a sharp hobby knife and a pair of sprue cutters will quickly open the large hole. The remnants of the casting block are still present on the front of the hull and the track guards. Some care is required when removing these tabs to avoid damaging the resin, especially from the mudguards.

Gasoline has supplied the correct style of steel wheels for the KV-85. These are in one piece ►



A new upper hull is supplied in pale grey-green resin.



Multimedia parts include copper wire, brass rod and a nice turned metal barrel.



Gaso.Line's wheels mounted on Tamiya's die-cast axles with no problems.



The rear of the resin wheels were drilled out to mount on Tamiya's axles. A piece of masking tape marks the limit of the drilled hole.



Tamiya's plastic link and length tracks are fast and easy to assemble. They look great too, with convincing sag along the long top run.

each, and they need to be carefully drilled out to install on Tamiya's axles.

Additional resin parts include four external fuel drums, hull fittings and engine deck rails.

Brass wire is supplied for the turret rails and lifting hooks, while fine copper wire is provided for the fuel drum handles.

Instructions comprise construction diagrams and reference photos over four pages. These are generally okay, but additional reference would be helpful.

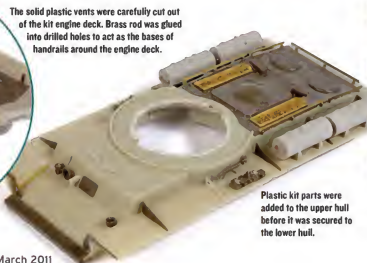
Frank Berger has pointed out a few errors that I was not aware of at the time of building:

- You should drill out the vision slits on the cupola as they are bigger than reproduced on the kit turret. They should be real slots
- The shape of the top edge of the cupola should also be modified as the kit parts is too square.
- The area around the rearward facing MG can be improved using putty
- The mantlet would also benefit from a bit more detail.

CONSTRUCTION

Gaso.Line's conversion has been designed to fit Tamiya's 1:48 scale KV-1, kit no. 32535, although it will work equally well with the KV-2 (kit number 32538) as the turret is totally replaced.

The solid plastic vents were carefully cut out of the kit engine deck. Brass rod was glued into drilled holes to act as the bases of handrails around the engine deck.



Plastic kit parts were added to the upper hull before it was secured to the lower hull.

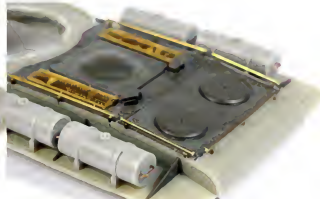
Tamiya's KV-1 and 2 are typical of their earliest 1:48 scale military models. They feature a modest number of parts but crisp surface textures and very nice detail including injection moulded link and length tracks. One regrettable omission, though, is mesh engine deck vents. These are solid plastic on both kits. Like them or loathe them, this kit comes with the metal lower hull too. Personally, I like them.

I have always liked the aggressive lines of the KV-85, so I decided to test fit some of the conversion parts. Before long, I had actually finished building this big "animal hunter".

The fit of Gaso.Line's multi-

media parts is generally very good, but careful preparation and regular test fitting is essential, especially as the instructions are a little basic. I can offer the following observations about construction:

The road wheels are supplied with a depression cast into the rear. This will have to be drilled out to fit onto the suspension arms of the Tamiya lower hull. I wanted to make sure that I did not drill too deep and break through the wheel hubs, so I measured the depth required to drill and marked it onto the drill bit with masking tape. This worked quite well. The axle arms on Tamiya's lower hull are flared, so the rear of the newly drilled holes were widened with a



Hauler's delicate photo-etch engine screens were glued in place on the engine deck. Soft copper wire was used for the fuel drum handles.



The brittle resin turret handhelds were replaced with brass wire, bent to shape and securely fixed into holes drilled in the turret.



Lifting hooks were added from brass wire, and a rough weld bead from Squadron Putty was applied to the mantlet.



The turned metal barrel really sets off this piebald multimedia project.



The model looks a bit like a 1970s Matchbox kit at this stage – no paint required perhaps?

new hobby knife before installation. With this preparation finished, the wheels fitted snugly and in perfect alignment.

With the road wheels and return rollers in place, the drive sprockets, idler wheels and tracks may be installed per instructions. Well, almost per instructions. I found that the tracks fitted better if the single link (Part A26) was installed at the bottom of the rear track run (ie, just below and in front of the drive sprocket between Parts A25 and A31) instead of the front of the bottom track run as indicated in the instructions.

The turret seemed to ride a bit

high on the unmodified hull, so I nibbled off the raised turret ring with a pair of sprue cutters.

I thought that the solid Tamiya engine deck vents really needed replacing. I used Hauler's photo-etched vents from their KV-2 set for this delicate job. First, the solid vents were cut out with a cutting wheel on my Dremel motor tool, then cleaned up with a hobby knife and sanding stick. The fragile photo-etched vents were the assembled, but not yet glued in place.

The Tamiya engine deck is a tight fit. This was secured to the resin hull using super glue, then

clamped until set.

The resin engine deck rails were quite brittle, so I decided to replace them with more robust brass wire. The locating holes in the resin hull were deepened, and over-length brass posts were glued into place. These were cut to the correct height after installation and the rails glued in place.

With all this heavy work out of the way, the fragile grilles were glued onto the engine deck.

Mission Models' Grabhandler was worth its weight in gold for precise folding of the copper wire fuel drum handles. These were simply glued into the locating holes after

they were folded.

Installing the gun mantlet left a narrow gap at each side of the turret. Weld beads were applied to these recessed lines using Tamiya Putty.

The GaseLine instructions show a resin antenna mount (in front of the cupola) and a different style of vision cover in front of the loader's hatch, but neither of these parts were included in my set.

The turret grab rails are supplied as a single length of brass wire, so some careful measuring and bending is required. I used Mission Models' Multi Tool to obtain the different angles required, plus a lot ▶



Turret numbers were painted by hand. The numbers were first drawn onto the turret in pencil.



Faint vertical streaks were sprayed onto all horizontal surfaces, especially the sides of the turret.

The resin and metal surfaces are prepared with a coat of Tamiya Grey Primer straight from the spray can.



Next, the entire lower hull and running gear were sprayed with Tamiya XF-1 Flat Black. The insides of the turret hatches also received this treatment. The base camouflage colour followed, in this case Gunze-Sangyo RLM 82 Light Green.



Rust, chips and scratches were applied using a mix of Tamiya Dark Grey, Red Brown and Black.



The effect is still quite vibrant at this stage.



An overall wash of Lamp Black oil paint mixed with Raw Umber was thinned and brushed onto the vehicle.



Pigments in ruddy and earth tones were mixed with mineral turpentine.



The pigments were liberally applied to the tracks, wheels, lower hull and rear hull plate.



The excess of this mud and dirt was removed with a stiff brush, reducing the effect to a more realistic level.

The tow cables were soft copper wire, painted and draped over the front of the vehicle.



The rusty exhausts and Hawler's mesh engine screens may be seen here.



The heavy weathering has been toned down considerably here to a more subdued level.



Gaso.Line's turret may be posed at any angle after assembly.



Some previous experience working with resin conversions will be helpful when tackling Gaso.Line's KV-85, but it is an interesting and satisfying project.

◀ of trial and error! Once again, the locating holes were drilled deeper to ensure robust joins.

The vision slots on the Commander's cupola are little more than shallow lines. They were more substantial on the real vehicle. I emphasized these by deeper scribing.

PAINTING AND MARKINGS

It is especially important that the exposed metal parts are properly prepared for paint. Tamiya grey primer was used straight from the can. This offers "tooth" for subsequent paint coats, and protects the metal parts from chipping.

Next, the entire lower hull and running gear were sprayed with Tamiya XF-1 Flat Black. The insides of the turret hatches also received this treatment. The base camouflage colour followed, in this case Gunze-Sangyo RLM 82 Light Green. This was sprayed on the entire upper hull and turret, and on the wheels and lower hull, leaving

the tracks in basic black.

Spots and patches were applied to the horizontal surfaces such as the engine deck and turret roof with 25% Flat White added to the base colour. The same pale shade was used to add streaks to the vertical surfaces, especially the turret sudes. This breaks up the uniformity of the green base coat prior to additional weathering.

Turret numbers were painted by hand. The numbers were first drawn onto the turret in pencil. Next I painted rust chips and scratches onto the vehicle using a mix of Tamiya Dark Grey, Red Brown and Black.

An overall wash of Lamp Black oil paint mixed with Raw Umber was thinned and brushed onto the vehicle. This wash pools in low areas, adding a generally grimy appearance to the paintwork and blending in chips and other weathering.

Pigments in ruddy and earth

tones were mixed with mineral turpentine. This was liberally applied to the tracks, wheels, lower hull and rear hull plate.

The excess of this mud and dirt was removed with a stiff brush, reducing the effect to a more realistic level.

CONCLUSION

Gaso.Line's 1:48 scale KV-85 conversion is an impressive set that will transform Tamiya's KV-1 into the forerunner of a powerful family of Soviet tanks.

Casting is very good, detail is well done and fit is generally trouble free. Some previous experience working with resin conversions will be helpful when tackling Gaso.Line's KV-85 but even so, construction as detailed in this article took place over a period of only two days. ■

Modelspec

Tamiya 1:48 scale KV-1. Kit No. 32535 and Gaso.Line KV-85 Conversion. Item No. GAS48048

Accessories and updates

Header Photo-Etched Screens for Tamiya KV1 (HLX48134)
MV lens for headlight

Tools and Materials

Tamiya Extra Thin Liquid Cement
Revell Contacta Professional Glue
Sellers Saper Glue
Testor Azelex 4470 Airbrush
Iwata HP-CP Airbrush
Albion Alloys Brass Rod
Copper Wire
Brown Artist's Pencil
Mission Models' Grabhandler

Paints Used

Gunze-Sangyo Acrylic: H422 RLM 82 Light Green
Tamiya Grey Primer (Spray Can)
Tamiya Acrylics: XF-1 Flat Black; XF-2 Flat White; XF-24 Dark Grey; XF-63 German Grey; XF-64 Red Brown
Winsor and Newton Oil Paints: 337 Lamp Black; 554 Raw Umber

- ✓ Excellent casting; convincing surface texture; good fit; appropriate use of multi-media (resin and brass wire); major transformation of Tamiya's KV-1; separate hatches to display figures if desired.
- ✗ Understated vision slots; some shape issues.

Available from

Gaso.Line kits, conversions and accessories are available online from Quarter Kit, www.quarterkit.com

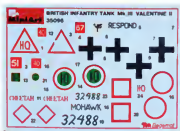
Rating ●●●●●●●●



An MV lens has been used for the single headlight.



Markings are offered for no less than seven vehicles.



Al Bowie examines the second of MiniArt's 1:35 scale Valentines, the British Infantry Tank Mk.III, Valentine II.

BRITISH VALENTINE

The Valentine II tank was a diesel-powered British Infantry Tank from the early war period. It was very popular with its crews who valued its reliability and the protection it offered against its contemporary adversaries. The Valentine served with distinction in North Africa and was also supplied to the USSR in significant numbers.

MiniArt follows on from their excellent earlier Soviet Valentine IV (kit 35092), adding new sprues D and F that contain the desert fittings and an excellent desert crew from their previously released British Armoured Car Crew - Item no. 35069.

The level of detail is outstanding but this does come at the price of complexity. The kit is made up from 657 parts. The end result is a very rewarding product with superb levels of detail.

The turret is one of the most complete that I have yet seen on an Allied release. It has a fully detailed gun, an excellent no. 19 radio set and internal periscopes but does not have any crew seating or wall stowage and cabling. An excellent Bren AA gun is included with a 100 round drum magazine and a reasonable representation of the complex Lakeman AA Mount.

Following this is the most challenging part of the build - the suspension and running gear. This is made up from a multitude of parts and is very detailed. There have been a lot of questions raised regarding the diameter of the road

wheels but they still look the part and I am not convinced that they are undersized (unfortunately there are no local examples to measure). I would suggest a simple jig to ensure the alignment of the road wheels be constructed from wood or plastic rod.

From here we progress to the hull lower which, unusually but much welcomed for a MiniArt kit, is a one-piece tub. This contains a well-detailed driver's position that can be displayed by leaving the driver's hatches open. This sequence is completed by the addition of the individual track links. These are small and fantastically moulded with no ejector pin marks or flash. They even have minute cast numbers on the track face like the original. These go together well. I recommend building them in runs using slow setting liquid glue. The tracks are not workable and are made up of 98 links per run.

Upper hull construction is next. Again, the detail is very good with separate handles, deck covers and photo-etch for the jack block mount and track stowage. The headlight assemblies (sub assembly 33) are made up three parts and are very delicate requiring the use of very sharp cutters to safely remove from the sprue. Hull construction finishes with detailing the upper hull by adding the pioneer tools and exhausts plus the positionable engine access doors. Do not forget to add the driver's instrument panels, pedals and periscopes before adding the

upper deck to the lower hull. The sand shields and sunshade rails are the final parts however this are covered in small ejector marks on the inner face and are missing the U-shaped outer brackets for the sunshade mount to attach to.

The final assembly delivers a very detailed retractable antenna mount, made up of six parts and the POL rack with PE guards plus the main gun and coax barrels. The end result is very well detailed kit of an important early war British AFV.

Unlike other manufacturers, MiniArt tends to offer multiple marking schemes and this kit has decals for no fewer than seven options.

This is an excellent kit with high levels of detail that other manufacturers seem to reserve for only German subjects. The instructions are easy to follow and the marking and colour guide is also straightforward if not entirely correct in its options. MiniArt is to be congratulated on providing the long-suffering modeller of British subjects a superb rendition of such an important vehicle. I look forward to the further releases by MiniArt in this genre and thank them for thinking outside the box in regard to subject material.

I do have reservations about some of the marking options but these do not detract from an otherwise outstanding kit.

Highly Recommended. ■

MiniArt kits are available online from Creative Models Limited www.creativemodels.co.uk

Moulding quality is first-rate throughout. Here is the upper hull.

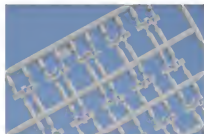
Unusual for MiniArt, but very welcome, is the one-piece lower hull. No flat pack assembly here!

Even the toothed turret race is depicted on the model.

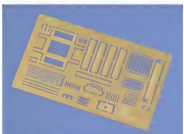
Alternate mantlets are included.

The turret is made up of three main parts.

Sandshields are supplied.



Tracks are made up from well-detailed individual links.



A small photo-etched fret provides some important detail parts.



An excellent desert tank crew is also included.



The wheels are nicely detailed with separate tyres, but the jury is still out on the exact measurements.

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LET IT SNOW!

Snow is one of the trickier groundwork finishes to achieve in scale modelling. The question of how to do it comes up frequently on Internet forums. The advice most often given is to mix a ready-made snow product or grandma's baking soda with some bonding agent and spread it over the previously done groundwork of your choice. Unfortunately the result often looks more like the sugar coating on a wedding cake rather than the real thing in a cold winter landscape.

Richard Windrow, author of Osprey's superb "Terrain Modelling" books, recommends pouring plaster over the basic terrain shapes to get a smooth snow cover, with a top dressing of commercial snow powder fixed with hairspray for surface texture and glint. This combination looks a lot more realistic than the sugar coating.

However, when you compare a snow diorama done the Windrow way with a heavy snow cover in front of your window a few things still don't feel quite right.

What strikes me most is that real snow appears to be whiter than anything else. I can only suggest that the reason is the reflection of ambient light by the individual snow crystals. On my dioramas, however, the snow is outshone by numerous other whites like the whitewash on the tank or the white of the markings. Maybe Mr. Windrow uses a brand of plaster that is whiter than mine! Of course the problem could be solved by adding grey or brown filters in order to make all the other white objects a shade darker than the snow. This "grey wash" fix isn't

Stefan Bernet describes a comprehensive technique for creating a convincing snow base, including blue shadows, that characteristic glint, and slush.



too appealing though, because the whitewash will end up looking odd and no longer historically correct compared to reference pictures. The only alternative is to paint the snow white.

Another big difference between plaster snow and the real thing is the different shadow colours. When you consciously look at a snowy landscape, you see a lot of blue shadows. Effectively all snow surfaces except those directly highlighted by the sun, show at least a faint blue tint. The effect is strongest under a clear blue sky, while cloudy overcast or twilight diminishes the blue in favour of blue-greyish hues. The blue is also what makes the snow look cold.

LAYOUT

When planning a snow diorama or vignette, a few basic things should be kept in mind.

A real life snow cover acts as an even, mostly continuous blanket over the landscape, that smooths out the contours of everything beneath it. For model snow to look convincing, these qualities have to

be maintained on a diorama. A lot of modellers break up their snow by showing too much groundwork and thereby give away the coherency of the display. For example, it is not a good idea to put countless small snow dots on rubble heap, which already has a lot of texture and details of its own. A nice even snow mound with rubble peeking through in 2 or 3 small spots is much better.

Tracks in the snow can be a very powerful tool for visual story telling. When used creatively footprints, wheel and track marks can deliver a captivating context to the models presented. Tracks are also a good way to break the monotony of a large snow surface.

BASE

I start any diorama by building up the basic terrain shape from blue foam (a high density styropor used for floor insulation). Pouring plaster over the basic terrain shapes the body of the snow. I do not use actual plaster for this but a ceramic casting compound (still referred to as plaster in this text), which

dries a lot harder than ordinary plaster. A well-known international brand is Eberhard Faber Ceramic Casting Powder (for Swiss readers: I use Reliefgiessmasse weiss from Migros).

The plaster should have the consistency of honey and can be poured quite liberally over the foam base. The goal is not a flawless surface. A varied relief, flowing marks and even holes from air bubbles are welcome, because a real snow surface shows similar irregularities.

The tracks from vehicles as well as areas where the underlying ground will show up have to be masked off before pouring the plaster. An easy way to keep the plaster at bay is to stick suitably cut up pieces of sponge to the blue foam with needle pins. Once the poured plaster has fully cured, the sponge is easily removed and the track pattern may be added by pressing the kit tracks into a thin layer of fresh plaster.

Small tracks and footprints are best drilled out with a Dremel motor tool.



The basic terrain shape is built up from foam, then covered with a ceramic casting compound - let's call it plaster for the sake of simplicity!



Track marks are masked off before the plaster is poured, while footprints are best carved in with a Dremel motor tool after the plaster has set.



A deep blue colour should be used for shadows / shading if the scene represents a sunny day.



The entire base is sprayed in this deep, bright blue. It looks way over the top at the moment, but don't worry – it will be toned down later.



After the blue coat has dried, it is highlighted in white. A blue tint should be retained on recesses, depressions and other natural shadow areas.



The surface is now detailed with snow flakes and ice. I use a snow product from the German model railroad company, Noch.

SHADING

After masking anything that is not meant to be covered in the snow finish, the plaster is sprayed with a solid coat of blue paint. The choice of colour depends on the weather conditions and the desired mood of the scene. As mentioned above, the more beautiful the weather i.e. the more sun, the clearer the sky, the deeper blue the shadows on the snow should be. Because the contrasts between highlights and shadows are strong on sunny winter days, the blue can be quite dark. On the other hand, if the scene is set under a heavy overcast, in the morning or evening twilight or if a desolate atmosphere is desired, a lighter grey-blue should be chosen.

Now it is time to prepare the snow churned and thrown up by passing vehicles or people. Mixing baking soda with your undiluted blue acrylic paint produces an ideal goopy paste for this. It features a surface texture very much like a heap of real disturbed snow.

After the blue base coat has dried, it is highlighted with white. The aim is to work out the relief of the terrain; i.e. to highlight the exposed top surfaces to pure white while maintaining the blue tint in the recesses and depressions. Even the deepest shadows should receive at least a fine misting of white because pure blue would produce too much contrast even after the subsequent steps. The result of the airbrushing should look at bit too blue. Erring on the side of blue is needed at this stage because the subsequent icing with snow powder will add more white in the end.

ICING

Now the snow surface is treated to icing with ready-made snow powder. This adds a fine texture to the smooth plaster and supplies the glint, which is absolutely essential for convincing snow. I use the snow product from the German model railroad brand Noch. It is a very fine flour-like powder. Personally I find the snowflakes from Delux Materials too coarse for this job. They would only work for freshly fallen wet snow at temperatures at or slightly above the freezing point because such snow comes down in big flakes and has a very coarse surface.

Diluted white glue from Woodland Scenics is my bonding agent of choice. The Woodland Scenics glue has the advantage of drying to a totally flat finish unlike normal white glues from the supermarket. So far I haven't tried hairspray, mainly because I am afraid of it acting as a yellowish filter.

It is important to dust the whole diorama in one go to avoid unsightly border marks between different sections. First, everything is sprayed with diluted white glue. Then a bit of snow powder is placed on a piece of paper, which is held at the edge of the diorama. Finally the powder is blown horizontally over the diorama. Just pouring the snow powder from the bag over everything is a big No-No, as it will leave you with a lumpy mess!

Needless to say that repeatedly blowing up huge clouds of flour like powder is best done outdoors.

FINISHING

At this stage the snow looks idyllic and pristine. This may be okay for rooftops but not for a battlefield criss-crossed by 50 ton Panzers. Tank tracks and footprints have to be weathered to a realistic grey-brown mess. The recesses of track and footprints should be coloured with thinned acrylics. Slush is mixed from glossy acrylic gel, snowflakes and glimmer from Delux Materials. The paste can again be coloured to taste with acrylics. The addition of a little crushed leaf litter adds a further touch of realism.

It should not be forgotten that the amount of dirt and slush depends heavily on the temperature conditions of the setting. The warmer it is, the dirtier and wetter snow gets when it is crushed under boots or tracks. At temperatures of 0° C or higher it will almost

completely melt away under pressure, leaving only wet mud in its place. On the other hand at arctic temperatures of -20° C and lower, snow will not become slushy under any circumstances.

While spreading slush and painting track patterns it is very important to work as dry as possible. Any excess moisture will bleed into the icing on the snow cover and leave nasty drying marks.

Because the characteristics of snow vary so much, it is essential to research the climatic conditions at the time and place of the scene in question and to find good colour reference pictures of similar conditions to work from. With proper research and an eye for detail a snow covered base is easily turned into an atmospheric yet minimalist stage for your model.

So let it snow! ■

“What strikes me most is that real snow appears to be whiter than anything else...”



Slush is mixed from glossy acrylic gel, snowflakes and glimmer from Delux Materials.



The flakes are carefully and evenly dusted over the base after a coating of Woodland Scenics white glue. This glue dries dead flat, unlike other common white glues.



The addition of a little crushed leaf litter adds a further touch of realism. The warmer it is, the dirtier and wetter snow gets when it is crushed under boots or tracks.



While spreading slush and painting track patterns it is very important to work as dry as possible. Any excess moisture will bleed into the icing on the snow cover and leave nasty drying marks.



Markings are offered for seven options.

The Editor examines Dragon's latest release in the Panzer IV family - the Ausf. H with Zimmerit moulded in place.

THE UNIVERSAL PANZER

The Panzer IV holds the distinction of being the only German tank to be manufactured and see combat from the first day of the Second World War until the cessation of hostilities in Europe.

The role of the Panzer IV changed considerably over this period. It was originally designed as an infantry support vehicle, but with the installation of the long-barrelled 7.5cm gun in 1942 from the Aust. F.2 variant onward, the Panzer IV became a main battle tank. The 7.5 cm main armament was a modified version of the proven PaK 40 L/46, but with the recoil mechanism shortened to fit into the confined turret. The muzzle velocity of the long gun when firing anti-tank rounds was more than double that of the short-barrelled 7.5cm howitzer.

Although it was often obscured in the long publicity shadow of the dreaded Panther and Tiger tanks, the Panzer IV made up the bulk of the German Panzer Divisions for the remainder of the war. It was more than capable of dealing with any Allied tank right up until the second half of 1944, when it was outclassed by newer types such as the T-34/85 and the T-26.

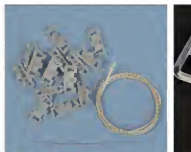
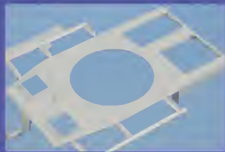
The Panzer IV Ausf. H started rolling off the production lines in 1943. Manufacture of this variant far outstripped all those that had come before. In fact, 1943 production of the Panzer IV Ausf. H (3,013 tanks) was greater than the combined total of all variants that had come before it (around 2,300). The Panzer IV Ausf. H bore the brunt

of battle on the Eastern Front from its introduction, being more reliable and available in greater numbers than the heavier Panther and Tiger tanks. It was also the mainstay of German Panzer forces in Normandy and during the inexorable withdrawal across Western Europe.

Dragon is no stranger to the Panzer IV. We have seen most Panzer IV variants in 1:35 scale from Dragon over the last 15 years or so, but this one is a bit different.

In a first for this important vehicle, Dragon's new 1:35 scale Panzer IV Ausf. H is moulded with Zimmerit anti-magnetic paste on the hull and turret. No longer will fear of putty prevent modellers from building an accurately coated Panzer IV. It is especially pleasing that the Ausf. H has been selected for this treatment, as the vast majority were covered with this anti-magnetic finish. Unlike some other vehicles, the pattern was fairly standard and Dragon has done a great job convincingly depicting the characteristic ridges on the turret, the mantlet; and the front, sides and the rear of the hull. Zimmerit is not moulded to the lower hull sides, so check your references to see if it was present on your chosen subject.

Dragon's 1:35 scale Late Production Panzer IV Ausf. H comprises an imposing 767 parts in grey plastic, although more than 160 are not used for this version. Three photo-etched frets are supplied, of which two contain thin metal side skirts for the hull. The turret armour is offered in plastic.





THE RUSSIAN INFANTRY FIGHTING VEHICLE TODAY

The BMP-3 is the current Russian Infantry Fighting Vehicle. While it was designed as the successor to the BMP-1 and BMP-2, it has not entirely replaced the BMP 2. The BMP-3 has been exported to a number of other countries including UAE, South Korea and Cyprus.

The design of the BMP-3 can be traced back to the Obyeekt 685 light tank prototype. This vehicle didn't enter series production but the chassis, with a new engine, was used for a new infantry combat vehicle, the Obyeekt 688. The Ob. 688 was initially armed with an externally mounted 30 mm gun and twin Konkurs ATGM launcher, but this armament configuration was rejected. Instead, the new 2K23 armament system was selected. The resulting BMP-3 officially entered service with the former Soviet Army in 1987. It made its public debut during the 1990 May Parade and was given the NATO code IVF M1990/L.

I have always been interested in Russian armour, particularly the BMP series, so jumped at the chance to take a look at Trumpeter's recent 1:35 release of the BMP 3 early version. This kit represents a vehicle from the 1987-89 production batches although there are enough parts

included with the kit to build the export versions that went to South Korea and Cyprus but not the UAE vehicles.

Taking a look in the box we find twelve plastic sprues, upper and lower hull halves, turret, one photo-etched brass fret, one bag containing the individual track links, one small sprue of clear parts, one full colour painting guide, a decal sheet and instruction booklet making a total of 768 parts.

The sprues containing the parts for the hull are crisply molded in tan coloured plastic and are flash free, while the parts for the tracks are molded in dark brown plastic and are of the individual link type and require each link to have its guide horn added before the links are glued together, all 168 of them! There is some minor flash on some parts for the tracks but should be easily removed. There are a few ejector pin marks on many parts but these appear to be in areas that will be hidden once construction is complete. There are some mold lines but these are extremely fine and will be easy to remove.

The lower hull is of the conventional tub type and is crisply molded with no major blemishes. The pin marks again are fine and in areas that will eventually be hidden.

Stuart Ransley examines the new Trumpeter 1:35 scale BMP-3 MICV Early Version.

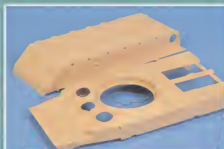
The photo-etched fret has the engine grille, armoured covers for the sights, caps for the smoke launchers, and mounts for the unditching beam. The parts on the clear sprue are mainly lenses for the lights. As usual with Russian armour, the BMP-3 is festooned with both IR and conventional searchlights.

The twelve page instruction booklet reveals that the kit has an interior included. It appears to be quite good but after looking up some references it could do with a little more detail. It is a shame there is no painting guide for the interior as there are plenty of hatches that could be left open to allow viewing. The decal sheet is small and only has 2 sets of tactical numbers. Before attempting construction I would highly recommend obtaining a copy of "Russia's BMP Infantry Combat Vehicles" from Concord Publications.

Overall, the quality of this kit is excellent and will build into a great looking representation of the vehicle; although I think Trumpeter missed a couple of things that could have made a good kit even better.

Recommended. ■

Thanks to JB Wholesalers for the sample
www.jbwholesalers.com.au



The upper and lower hull parts.



The one-piece upper turret.



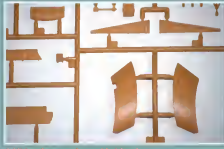
A reasonably complete interior is included.



Molding of the attractive tan coloured plastic is very good indeed.



The Kasten-coloured brown track links feature separate guide horns.



Additional armour is provided for the turret.



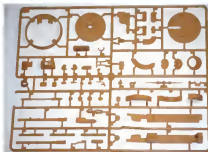
There are some mould lines and ejector pin marks, but these are mainly hidden after assembly.



The kit's drive sprockets.



The hatches may all be positioned to view the kit's detailed interior.



The kit is made up from a total of 768 parts.



SMALL SCALE GALLERY

TRUMPETER 1:72 STURMGESCHUTZ III AUSF. C/D

Tomasz Hejmo has sent these photos of his 1:72 scale Trumpeter

Sturmgeschütz III Ausf. C/D kit.

The model was finished using Vallejo acrylics, oils and pigments.



SMALL SCALE MODELS AT TELFORD

A number of excellent small scale models were on display at IPMS ScaleModelworld, the IPMS UK Nationals in November 2010.

The models shown here were all in competition.





Diary Dates

To have your event included on this page, send your details to: **Diary Dates**, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
Tel:01525 222573 Fax:01525 222574 Email:editor@modelmilitary.com

February 12th

Nottingham MAFVA Open Meeting
You are cordially invited to Nottingham MAFVA's annual Open Meeting.
This will take place on 12 February 2011 from 10.00am until 4.00pm at our new venue: The Community Room, Highfields Fire Station, Hassocks Lane, Beeston, Nottingham, NG9 2GQ
There will be displays of models from several local (and not so local) clubs and modelling demonstrations.
Refreshments will be available.

February 18th-20th

AMPS ATLANTA 2011
AMPS Atlanta is holding its 3rd annual model show February 18 - 20, 2011 in Atlanta, GA USA. This is a great opportunity to tune up for the AMPS International show being held in April 2011. This show is being held in cooperation with the Atlanta Military Figure Society and boasts a broad appeal and a sizable vendor area.
Visit our web site at www.ampsatlanta.org for more details.

February 26th

ON TRACK MILITARY MODELLING SHOW
We now have confirmation that 'On Track' Military Modelling Show will take place on Saturday 26 February 2011 at the Leas Cliffes Hall, Folkestone, Kent, CT20 2DZ.
This is to replace the cancelled 'Trucks 'N' Tracks' Show and will cover all types of Military Modelling. So far some 30 traders have booked up along with many clubs who will put on displays and demonstrations.
More information may be found at www.ontrackshow.co.uk or by contacting on.track@live.co.uk.
The admin address is On Track, 6 Cliffe Road, Barton on Sea, New Milton, Hants, BH25 7PB.

March 19th-20th

Southern Expo 2011
The 2011 Southern Expo will be held at Hornchurch Sports Centre, Harrow Lodge Park, Hornchurch Road, Hornchurch, Essex, RM11 1JU. Times are 10am to 5pm Saturday, and 10am to 4pm Sunday. An Open Competition will be held on Sunday only.
Entry: Adults £3.00, Children £1 & Senior Citizens £2. All proceeds to St Francis Hospice.
For further details send an SAE to: Peter Bagshaw

25 Repton Drive, Gidea Park, Essex, RM2 5LP
Tel: 01708 726102
SouthernExpo@tiscali.co.uk

April 2nd

Mosquitocon XX
New Jersey IPMS is sponsoring Mosquitocon XX, our annual show, at the Wayne PAL Hall, Wayne, New Jersey. Show Theme: "The Roaring Twenties".
New for this year is increased space for twice the usual number of hobby vendors. We welcome all types of models - aircraft, ships, armor, space, sci-fi, automotive, figures and dioramas. For armor builders, our show will be a great warm-up for the AMPS Nationals. Buzz on down to greatest hobby show on the east coast of the USA!
For more details contact Big Bill tomcatter53@optimum.net or the club's website www.njipms.org

April 6th-9th

AMPS 2011 International Show and Convention
The AMPS 2011 Show will be held April 6-9th in historic Fredericksburg, Virginia, which is approximately an hour drive south of Washington, D.C. This year's theme is 'Marine Armor' from all eras and nationalities. This event will feature on-site lodging as well as expanding the show by two days to allow for two military-history tours to include the National Marine Corps Museum (www.usmcmuseum.org) and the Virginia Museum of Military Vehicles (www.vmmv.org), Wednesday and Thursday, respectively.
This year's venue will be held at the Fredericksburg Hospitality House (www.fredericksburghospitalityhouse.com) which provides under one roof plenty of room for the model judging, displays, seminars and the vendors area.
If ever there's a show not to miss in 2011, this is the one. Visit www.amps-armor.org for additional show information, pre-registration which begins 15 January and regular show updates. See you there! Ooh Rah!

May 8th

Modellbaufreunde Siegen Model Show, Germany.
8th Modellbaufreunde Siegen Model Show will be held on 8 May 2011 at Festival Hall in Wilsdorf, Germany.
For more information please email

info@modellbaufreunde-siegen.de or visit www.modellbaufreunde-siegen.de

March 11th

The 18th Annual Indianapolis Winter Model Contest & Swap Meet.
Indianapolis, IN. March 12, 2011:
The 18th Annual Winter Model Contest & Swap Meet will be hosted by IPMS Roscoe Turner, at the Raymond Park Middle School, 8575 E. Raymond St, Indianapolis, IN.
For contest information contact Rick Wilkes, e-mail rwilkes698@aol.com, for vendor information contact Ron Young, e-mail youngones@comcast.net, or write P.O. Box 1376 Greenwood, IN 46142; or visit: www.ipmsroscoeturner.org.

May 15th

MIDLAND EXPO 2011
IPMS Birmingham is pleased to announce the return of Midland Expo at a new venue, Cocks Moors Woods Leisure Centre and Golf Course, Alcester Road South, Kings Heath, Birmingham. B14 6ER, in 2011.
We have a confirmed date of Sunday 15th May 2011 for the show and look forward to seeing many of the regular exhibitors, traders and visitors who used to attend Midland Expo at the old venue.

March 26th-27th

IPMS Norway's Nationals.
On 26 and 27 March 2011, IPMS Norway is holding its annual competition and exhibition at Letohallen near Gardermoen International Airport. This is one of the largest model competitions in Scandinavia and, like last year, we will have different demonstrations and how-tos from both international and national modelbuilders.
For more information see www.ipmsnorge.org/portal/.
Questions regarding the show can be sent to post@ipmsnorge.org.
We would like to welcome all types of model builders from all parts of the world!

April 9th

Sword & Lance 2011 will be presented by Darlington Military Modelling Society at the Arts Centre, Vane Terrace, Darlington DL3 7AX.
Doors open 10 am to 4.30 pm.
Model and Militaria displays, Demonstrations, Trade stands and Open Model Competition

with sections for:- Military Figure, Aircraft and Vehicle painters, Military Modelling (scratchbuilt/ conversion, vignettes and dioramas), Miscellaneous and Juniors.
Licensed bar plus hot and cold refreshments also available.
Do not miss those brilliant modellers, Carl Reid and David Zabrocki, who will be doing talks on how they produce their excellent Euro Militaire Award winning models
Admission £2.00 Adults, £1.00 Senior Citizens & Children. For further details, contact: Colin Holmes, 127 Dinsdale Crescent, Darlington, Co., Durham, DL1 1EZ. Tel. 01325 489801 or by e-mail c20hms@gmail.com (please note new email address)

April 16th

The Plymouth Model Show will be held at Plymouth Guildhall with disabled access from 10-4.30 on Saturday 16th April 2011.
20+ clubs and traders will be present. Static and R/C Models, war gaming display and model railway will also be in attendance.
Refreshments and a raffle will be held during the day.
For further details, please contact David Watson on 01752 518287 or email spotandjoe@blueyonder.co.uk

April 30th-May 2nd

The South West Model Engineering, Model Making & Hobbies Exhibition.
www.swmee.co.uk
The South West Model Show grows to a three day event! The fourth South West Model Engineering, Model Making and Hobbies Exhibition 2011 (SWMEE) opens its doors now for three days from Saturday 30th April - 2nd May 2011 at the Royal Bath & West Showground.

May 21st-22nd

Scale ACT '11
At the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), AUSTRALIA
This two day modelling event features:
• scale model displays,
• competitions,
• local and interstate traders,
• a swap 'n' sell, and
• a dinner on the Saturday evening.
More detailed information go to www.actsms.asn.au
Contact: actsms@hotmail.com

Incoming



HOBBYBOSS

1:35 SCALE LEOPARD 2A6M CAN • KIT NO. 82458

Boy, are we modern modellers getting spilt now, with another great subject hitting the stores. This time HobbyBoss has given us the Canadian Leopard 2A6M with bar armour.

The Leopard 2A6M CAN is the Canadian variant of the Leopard 2A6 from Germany.

Modifications include boxes mounted on the rear of the turret, most likely carrying communications gear considering they are lined up with the antenna stands. There is extra armour below and also additional armour on the front of the hull.

The most obvious modification, however, is the slat armour.

The first twenty of these vehicles produced were on loan from the German Bundeswehr to provide further firepower and protection to those serving in Afghanistan.

Inside the box are fourteen light grey plastic sprues with a total of 360 parts, some very well detailed full length flexible vinyl tracks, three photo-etched etch frets with 34 parts, mainly for mounting the slat armour, engine grills and light surrounds, two paper sheets with ration and various drink cartons, a tiny decal sheet, a sheet of clear for all the vision ports, an A4 colour paint guide and lastly an eighteen step instruction guide.

One can only be impressed looking at the kits parts, especially with those sections of slat armour, and the fact that the vehicle has been researched and the actual additional armour, upper turret details have all been included.

Now lets go back to the bar armour. This is some incredible plastic injecting indeed. It is crisp, no warping, and will require only very minimal cleanup before installation. If only model companies would release this style of slat armour for Stryker kits – please?

Building this kit will definitely require some care to make sure all the parts line up right the way through construction, otherwise you may face some difficulty at the end with the slat armour.

I am extremely impressed with this model and can't wait to build it and weather it to the extreme just like the ones serving over in Afghanistan.

Highly Recommended.

HobbyBoss kits are available from Creative Models Limited www.creative-models.net

Andrew Judson



TRUMPETER

1:35 SCALE BMP-3 WITH UPGRADE ARMOUR • KIT NO. 00365

The latest from Trumpeter in their rapidly expanding range of modern subjects is this 1:35 scale BMP-3 with ERA upgrade armour (Enhanced Reactive Armour).

This is an unusual variant of the BMP for Trumpeter to choose, as only one was made. It was taken to arms trade shows as a demonstrator to show off the new ERA technology. Despite its unusual origins though, this is still quite a nice kit.

Inside the box are eleven sprues of light yellow plastic, two sprues in brown carrying the guide teeth for the tracks and three little bags with the links themselves (in a brown shade similar to those of Modelkasten), two sheets of photo etched metal containing screens and mounts for the ERA, two marking options (green or camouflage), a small sheet of clear for lenses and vision blocks, plus the upper and lower hull and turret, giving you a total of 828 parts – lots of work in this one. Also inside are a colour chart and a well illustrated 16 page instruction book. The parts all look to be very clean and free of flash, with high quality detail.

What I really like about this kit is that it has turret internals, and also a partial troop compartment that could easily be enhanced further.

On the exterior, there is all that impressive ERA and at the rear of the turret and hull, more of that great bar armour that so many modern vehicles have these days, and it is very well done.

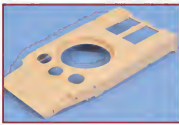
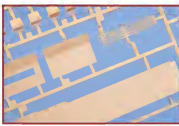
The tracks in this kit are separate items although they appear to be very fiddly, having separate guide horns to glue in place, but the end result should be worthwhile.

The BMP with ERA upgrade armour is yet another impressive kit from Trumpeter.

Highly Recommended.

Thanks to J.B. Wholesalers for the sample www.jbwholesalers.com.au

Andrew Judson



MIG PRODUCTIONS

RAINMARKS • ITEM NO. P417

The latest addition to Mig Productions' weathering arsenal is bottled Rainmarks. This thin acrylic liquid should be carefully applied in fine random vertical streaks with a 000 brush to the matt-painted surface of your models. After several applications, some variation and streaking will be noticeable.

A video demonstrating the use of Rainmarks is available on Mig's website.

This is an interesting idea and I look forward to testing it out on one of my models soon.

Recommended.

Thanks to Mig Productions for the sample www.migproductions.com

Brett Green



MODEL VICTORIA

1:35 SCALE

Model Victoria is a multimedia manufacturer from Italy. They have a big batch of recent releases that will delight modellers interested in Italian subjects:

GILERA LITE 500 WITH BERSAGLIERE NORTH AFRICA • ITEM NO. 4081

This WWII Italian motorcycle is beautifully cast in grey resin with additional parts in photo-etched metal. The bike is impressively detailed with two-piece photo-etched spokes wedged between tyre halves and excellent engine detail cast integrally with the main frame.

The luggage rack, sprocket and chain are supplied as photo-etched parts.

Stowage is included for the luggage rack, and optional headlights are offered – one with a blackout cover and one without.

There is a little DIY required, including winding your own springs and stretching sprue for the control cables (although I will probably use fine fuse wire for this job).

A small decal sheet is also included, with four different number plates for the front of the bike. The rear plates are offered as unpainted photo-etched parts with raised numbers and letters. It might have been nice to have decals as an option for the rear plate too.

The well-illustrated A4 instructions describe assembly in seven steps. The second side of the sheet is dedicated to colours, markings and background on the LTE.

The Bersagliere rider is broken down into a further six resin pieces, including a rifle and a canteen. The pose is very natural and sculpting is excellent. Of course, the Bersagliere's characteristic feathers are cast onto the tropical helmet too.

This is a little gem from Model Victoria. The 1:35 Gilera LTE 500 and rider will look great as a standalone model, but also offer many possibilities for imaginative vignettes and in larger dioramas.

Highly Recommended.

WHEELS FOR B1 CENTAURO • ITEM NO. 0005

As you might expect, eight resin wheels are included in Model Victoria's 1:35 scale B1 Centauro wheel set. However, this is more than a simple replacement set. It is also a steered-wheel conversion.

In addition to the eight wheels, Model Victoria includes four replacement parts for Trumpeter's Centauro suspension plus instructions on how to modify the kit. The result will be that the two front wheels on both sides may be posed off-centre.

The casting of the grey resin parts is perfect on my sample. Tread and hub detail on the wheels are very crisp. The tyres are subtly flattened, and the small casting block is attached at the bottom of the tyre so cleanup will not mar any visible tread pattern.

The tyres also feature raised ribs and Michelin branding.

This is a very useful accessory to replace Trumpeter's vinyl tyres on either of their Centauro kits.

Highly Recommended.

FIGURES

ITALIAN MODERN AFV CREW • ITEM NO. 0004

MAN WITH OXYACETYLENE CART • ITEM NO. 40100

MAN WEARING OVERALL • ITEM NO. 40101

Model Victoria's 1:35 scale Modern Italian AFV Crew comprises eleven resin parts for two partial and one full figure. Cleanup will be minimal and casting is perfect on my sample. The crew are all wearing modern coveralls and helmets, but the eye protection for each is different – one with visor up, one with visor down and one with sunglasses. These are really lovely figures that will add character and context to your Trumpeter Avette, Centauro or any other modern Italian vehicle.

The contents of the next item, "Man with Oxyacetylene Cart", looks more like a full model kit than a single figure. The oxyacetylene tank and cart is made up from resin, photo-etch, wire and tube. A resin jig is even supplied to press the two-part spoked wheel into place. The single figure is well cast and will fit in well with the scene.

Item 40101, "Man Wearing Overall", will compliment the previous set. He is the essence of simplicity, being supplied as a single resin part. Although he is clearly a mechanic, to my eye there is more than a hint of the classical Roman statue about his pose. Really lovely stuff.

Highly Recommended.

WWII ITALIAN ACCESSORIES

ITALIAN 75/18 HOWITZER AMMUNITION • ITEM NO. 4096

ITALIAN 47/32 ANTI-TANK AMMUNITION • ITEM NO. 4097

ITALIAN REGIO Esercito FUEL DRUMS • ITEM NO. 4098

ANTI-TANK BARRICADES NORTH AFRICA • ITEM NO. 4099

Model Victoria's two recent ammunition sets each provide twelve luxurious turned metal brass rounds, resin ammo cases and decals for the boxes. The 75/18 ammunition offers HE, AP two styles of hollow charge and four empty shell casings. Ammo in the 47/32 set include two styles of armour piercing, HE and hollow charge. Full colour instructions are supplied with colour references to Humbrol enamels. These will be useful accessories for Italian WWII artillery, medium tanks and SPGs.

Set number 4098 provides ten resin Italian fuel drums. These are cast in one piece each, complete with "RE" stamped on the top and bottom. Six of the drums are undamaged, while the other four appear to be individually dented – the damage is different on each of the four. The drums are cast onto a modestly sized block that should be fairly easy to clean up.

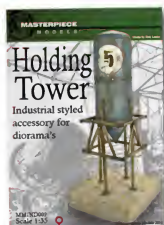
The final item under review is a set of three 1:35 scale Anti-Tank Barrages. Each obstacle is made up from six resin parts, and they are linked by metal chains that look remarkably like giant paper clips! Model Victoria's Anti-Tank Barriers will be a handy accessory for your North African dioramas.

Highly Recommended.

Model Victoria products are available online from their website www.modelvictoria.it

Brett Green





MASTERPIECE MODELS

1:35 SCALE HOLDING TOWER • ITEM NO. MMIND002

Masterpiece Models has released an industrial tower that will be relevant for a wide range of eras from pre-World War II all the way through to though the current day.

The set measures 9 1/2 inches tall on a 4"x4" base, and is broken down into twelve pieces of grey resin.

Casting quality is gorgeous. The raised weld beads and rivets are really well done, and the timber frame is cast with subtle woodgrain texture in place. The main holding tower is a seriously solid chunk of resin. I am curious to see how well this heavy structure is held up by the comparatively lightweight resin framing.

An optional base is supplied. However, I imagine that most of these towers will find their way into various dioramas on larger custom-made bases. Instructions are not included but the large illustration on the box top will be assist with the placement of the support frame.

Masterpiece Models' 1:35 scale Holding Tower will be a versatile centerpiece for a variety of scenes.

Recommended.

Masterpiece Models products are available online from their website www.masterpiecemodels.com

Brett Green

ADALBERTUS

1:35 SCALE STREET CART AND GROCERIES • ITEM NO. 35-504

This new 1:35 scale Street Cart is now available from Adalbertus.

The set is made up from twelve parts in grey-green coloured resin. The cart itself comprises two spoked wheels, a floor with supports cast in place, two sides and a long pole at the front. Woodgrain texture is subtly present on all the timber parts. The remaining pieces represent boxes and bags of fruit and vegetables (there will be some flexibility about the variety depending on how you paint them), a milk urn, a bucket and a sack.

The cart will be suitable for almost any era from medieval to modern, in Europe, North Africa or Asia.

Highly Recommended.

Thanks to Adalbertus for the sample www.adalbertus.pl

Brett Green



TRUMPETER

1:35 SCALE LAV-III WHEELED ARMoured VEHICLE • KIT NO. 01519

I am really pleased that we are now seeing a lot of modern and in-service vehicles hitting the market nowadays, and I think it would be safe to say that Trumpeter are probably one of the biggest contributors towards this situation.

The LAV-III was developed by the General Dynamics Land Systems. It entered service in 1999 and is now the primary infantry vehicle in the Canadian Land Force Command, and has been seeing extensive use in the Afghanistan conflict. The New Zealand Army also uses a variant of the LAV-III, and the US forces uses a lighter armoured version called the Stryker. This version is armed with the 25mm Bushmaster cannon; a coaxial 7.62mm machine gun and a top mounted 7.62 or 5.56 mm machine gun.

Trumpeter's 1:35 scale LAV-III comprises 478 light grey plastic parts, four sheets of etch with a total of 82 parts, a length of copper cable, nine vinyl tyres, a small clear fret for the windscreens, four paper sheets containing ration boxes, soft drink boxes, road signs, and warning signs for the vehicle, a mask set for the screens, an A4 colour sheet giving two colour options, white or green, and a 16 page instruction booklet, well drawn and easy to understand, though I am sure care will need to be taken throughout construction as there is a fair bit involved to build this one. The plastic parts are crisply detailed with minimal if any flash.

Some of the things that really impressed me were the new correct style wheels for this vehicle, and the newly tooled Bushmaster barrel - very nice indeed.

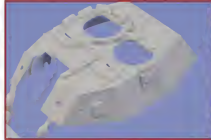
I like this kit and I am sure it will build very well out of the box, but am quite certain it won't be long before we will see update sets for this as well. Now all we need is a Canadian crew set.

This is a great model for all those who love modern subjects. Keep 'em coming Trumpeter!

Highly Recommended.

Thanks to J.B. Wholesalers for the sample www.jbwholesalers.com.au

Andrew Judson





Letters

WRITE TO: MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totterhoe, Bedfordshire, LU6 1QX, UK; or simply email to: editor@modelmilitary.com
Tel: 01525 222573 Fax: 01525 222574
The views expressed are not necessarily those of the editor or publisher.
Letters may be edited for publication.



NORTH IRISH HORSE IN NORTH AFRICA AND ITALY

First off, congratulations on a great magazine. I am an avid reader of it and enjoy your articles very much, so keep up the good work.

The reason that I am writing to you is back in April I was kindly asked to exhibit some of my models (well three 6x2 two tables worth actually) at a local model railway club annual exhibition. While I was there it was the norm I got talking to quite a few people, and one gent I got talking to told me of a man he knows who served with the North Irish Horse in North Africa in World War Two.

He told me some interesting facts about this unit, the first being that they claim the first ever kill of a Tiger tank. Now I am not sure if this is true or not as I am sure plenty of other units will also claim a first kill of a Tiger tank - who knows. Another thing he mentioned was that at that time they were equipped with Churchill tanks, and that the fighting HQ troop had modified their vehicles by welding a Panzer III cupola to the turrets. He sent me a picture of a vehicle, and the cupola can be clearly seen.

I thought this would make a good model subject. One more bit of information he gave me was that after the Africa Korps had been defeated, the North Irish Horse were sent to Italy to carry on the fight there, and once again came into contact with the same German Tiger units as in Africa still wearing a thin wash of Olive Green paint. Nothing like first hand info, eh! Anyway, I hope this information might be of some interest to your readers, and per chance would you know of any companies that might do North Irish Horse decals or dry transfers for this unit? Once again keep up the good work and I look forward to your next issue.

Stephen Armstrong
Bangor, N.Ireland

Es says, Hi Stephen,
Thanks for the note. Lots of interesting information there.
As for markings, Archer Fine Transfers offer dry transfers for one thoroughly researched Churchill Mk.III of the North Irish Horse, 25th Army Tank Brigade in Tunisia. Options are included for early and late variants.

Archer also has a set of generic British 25th Division AoS and Formation Signs with a good supply of markings for North Irish Horse and 51st Battalion Royal Armoured Corps with unit histories.
These may both be purchased online from Archer Fine Transfers at www.archertransfers.com



PAINTING MODELS AFTER COMPLETE ASSEMBLY

I just was looking at the M4A3(76)W Sherman built by Sam Dwyer and painted by you. My question is this. I see many armour kits before painting showing all parts and accessories in place. Do you actually paint everything assembled?

It just seems it would be much easier to paint separate.

Please let me know,

Robert Irvine

Ed Says, Hi Robert,
For most tank kits, I completely build the model then paint it. I find that this makes it easier to convincingly

blend colours and to visually tie separate objects like stowage and tracks to the overall vehicle. Certainly, in the case of the M4A3(76)W in last month's magazine, the model was completely assembled including tracks and stowage before painting. There are exceptions though. I am currently working on Dragon's M7 Priest, which features an open fighting compartment and lots of interior detail. In this case, I am painting the interior before the sidewalls are added.

When I am building aircraft, I always paint the cockpit and undercarriage before assembling the rest of the model.
I hope this helps.

COTTAGE INDUSTRY KITS IN 1:50 - 1:60 SCALES

In the October 2010 edition of 'Model Military International' there appeared on the letters page correspondence from Mr Bruce Murray, a letter headed 'modelling and war gaming crossover'. In this article Mr Murray refers to a 'cottage industry' producing 1:60 to 1:50 scale military vehicles. Some of the models mentioned in this letter appealed to me but reading through I could not find any contact information for him.

With thanks,
Yours faithfully, John Tobbutt
Benfleet, Essex

Ed Says, Hi John,

I am aware of one company, JFTM Enterprises, that offers resin armour kits in 1:56 scale. As a matter of fact, I bought a JFTM Churchill Mk.VII at a local model show recently. The kit is reasonably detailed and well cast, but only has a handful of main parts. The kit is broken down into a one-piece turret, centre hull section, outboard hull sides with integral running gear and tracks, and a small bag of parts generic on-vehicle equipment including Sherman track links, Jerry cans and stowage. Probably the biggest limitations are the oversimplified and inaccurate tracks, and the lack of British figures and specific vehicle markings in this scale.

Definitely worth a look for wargamers or mid-scale modelers though.

Their website is www.diewaffenkammer.com



GIVE ME CONVENIENCE OR GIVE ME DEATH!

We live in a world where time is everything and, for that reason, genuine scratch building is a rapidly dying art form.

The term scratch building is also used quite often to describe everything from making a bracket to building a whole vehicle. Is this correct? In my opinion no, it is not. I know I have used the term to cover the building of a bracket in many of my articles but now I am thinking that perhaps it is not correct at all. In my view, scratch building should only apply to a more prestigious activity like building complete vehicles or at the very least complete sub-assemblies. What we are usually doing is merely refining kit parts and improving upon them.

Scratch building, in my opinion, is on a different level all together.

Another title that often banded around is "Master Modeler" My first job was an apprentice jeweller.

I learnt my craft under the guidance of many fine jewellers in that time but none of them however were "Master Jewellers". There were very few "Master Jewellers". These guys were generally very old and basically knew everything there was to know about their craft. Why do we use the term "Master Modeler" for someone that can use an airbrush or weather a tank with a new method or style? A good painter is not necessarily a "Master Modeler". A Master Modeler is someone who, in my opinion, can do it all from scratch building, painting to building an award winning item. Take a figure modeler that can produce a figure from nothing more than a lump of two-part epoxy, paint it and enter it in a world class competition and win, and compare him to a guy who can build a model kit well and paint it to a high standard. I know which one I would deem a "master modeller"!



Until next time *Luke Pitt*



TANK WORKSHOP

1:48 SCALE SHERMAN LOWER HULL AND TRANSMISSION COVERS

The Tank Workshop continues to offer the 1:48 Sherman tank builder a vast array of aftermarket pieces to improve the Tamiya and Hobbyboss kits, this month's selection include:

- TWS 48022: 3 piece early transmission cover
- TWS 48023: Early cast transmission cover
- TWS 48024: Late cast transmission cover
- TWS 48020: Lower hull for the Tamiya Kit
- TWS 48021: M4/M4A1 Early riveted hull

All of these items are cast to a very high standard and will greatly improve upon the kit parts. The lower hulls in particular are significant improvements over the Tamiya metal hulls with item number TWS 48020 being an absolute must for anyone wishing to build any of the Tamiya kits Sherman variations. It even has some interior detail! Outstanding stuff and well worth the recommended retail price.

Outstanding stuff and well worth the recommended retail price.

Thanks to The Tank Workshop for the samples www.tankworkshop.com

Luke Pitt

SCALE MODEL CHALLENGE 2010

BY STEWART ROY

The Scale Model Challenge was held on the 18th of October 2010 at the new venue of Koringshof Hotel and Conference Centre in Veldhoven, The Netherlands. I was staying at the Holiday Inn Eindhoven as they have a special deal for people attending the show, so a 10 minute taxi ride had us arriving at the venue. There were signs to the Benelux suite where the show was taking place, but there was no mistaking the massive hotel and conference complex as there was a stream of people with bags bursting with merchandise. The venue was impressive with lots of space for the various traders and clubs. At one of the trade stands (for the Dutch Modelbouw magazine) was a selection of models by Pieter Beneken Kolmer who specializes in 1:48 scale dioramas (and has won the Tamiya Pacht award).

There was a separate room for the competition. I believe that the armour competition standards were higher than Euro and that's high, so, maybe the SMC will now be regarded as the new Armour show of the year! If I had any complaint it would be the lighting in the competition room. It was gaudy with the lights directly above. The table coverings were also a very dark colour so this all worked against me while trying to take photos with a lot having that orangey tint! Maybe a white table covering would help, however I am far from an expert photographer.

I have admired many of the models shown on the Internet and in print it was good to get up close and study the details. A Stuh 42 (Sicily 1943) by Sven Frisch and a King Tiger (The adult Panzerschreck) by Erik Helm were both very well finished. I believe the King Tiger was built for a diorama so keep your eyes out on missing-lynx.com's 1:48 Discussion Forum].

One very unusual model from Gasoline that caught my eye was a Skoda RSO (don't know the builder). A very grubby looking whitewashed Steyr 1500A 'heavily laden' by Lars Richter was also a highlight.

All the models in the class were worthy of an award I thought they and all done to a high standard.



MMI 1:48 Scale Q&A with Chris Leeman

Chris Leeman is 43 years old and lives in Australia's capital city, Canberra. He works for the Federal Government and is married with two children. He first started modelling when he was about seven years old. He tells me the first model he ever built was the Airfix 1:72 Saturn V rocket kit. I like Chris's work as he combines attention to detail and a wonderful painting style to all of his builds. His work has been published in many magazines and books and I for one, always look forward to seeing his builds.

THE INTERVIEW

Luke: Hi Chris. Good to have you with us. I note you have tried 1:48 scale. What do you think?

Chris: I normally don't build in 1:48 except for the odd aircraft - can I say that here? However, the Hobbyboss range of KV-1 kits were selected as the subject for an out of the box competition at my club. I have to say I was very impressed with both the quality of the kit and how easy it was to build. I literally had this together in a couple of nights, which for me is very quick. I am quite sure it could be easily built in one sitting but I am not the fastest of modelers. The kit would give a lot of 1:35 manufacturers a good run for their money. To be honest, if I had to build this again but not out of the box probably the only things I would add is a set of workable tracks and maybe some etched engine deck screens. There is nothing wrong with the detail on the kits tracks [except for some pin marks]. Its just that I prefer working ones.

Luke: What is the most influential 1:48 scale model you have seen in print and why?

Chris: As a predominantly 1:35 scale modeler I must admit I don't take a great interest in 1:48 scale stuff and most of my exposure comes from websites like Missing-Lynx. A few models have caught my eye lately. One was Joaquin Gazquez's AMR-35 in the Missing-Lynx 1:48 scale Forum. Judging by the construction pictures there was a fair bit of filling and sanding, but the overall finished product is great. I love the colours. Another recent model was Pat Johnston's 1:48 scale Sherman IC Firefly. What a cracking looking model that was and it looked wonderful on the front cover of Tamiya Magazine in November of last year. From the pictures you'd swear it was 1:35, so good is the detail, painting and weathering. Definitely a standard to aim for.

Luke: If you had to pick one kit that should be made in 1:48 scale, what would that be?

Chris: First and foremost for me would be a StuG IV. If done it would be good to see both early and late versions as well. It is one of my favourite German tanks and if it was done in 1:48 I would be very tempted to build it. I have around 10-12 StuG IV's I'd love to model and in 1:35 that just wouldn't be practicable for both time and space but a 1:48 kit is a different kettle of fish. I would also like to see some Australian stuff as well. Maybe a Centurion, an M113 or even an ASLAV.

Luke: Thanks for your time Chris I look forward to your next 1:48 scale build. Any thoughts on 1:48 in general?

Chris: I personally think 1:48 armour will be around for a long time. I feel it fits in with today's world. We all seem to have less time & less space to make and display models. 1:48 bridges the gap between detail [as in 1:35 models] and ease and speed of building [as in 1:72]. You are still working in a scale that allows you to add more detail if you want but you can also build a good model from the box that is generally quick and easy to build. I can't see it ever replacing 1:35 as the main armour scale, but more and more people will embrace it, especially as more manufacturers and aftermarket companies release more stuff. Will I become a complete convert? I am 95% sure I won't but I certainly plan to build more 1:48 kits in the near future and all for the reasons I've stated above.

Luke: Come to dark side Chris

Chris: Ha... your powers are weak old man!

Luke: CRACKER!



VERLINDEN

1:48 SCALE

GERMAN TANK CREW • ITEM NO. 2245

US TANK CREW • ITEM NO. 2214

This will be the first of a number of reviews of Verlinden Product we will make over the coming months.

When I received these figures to review I have to admit I was a bit disappointed that one was in a plain brown box rather than the iconic Verlinden camo. These figures have been around for a while but are still worth getting. Although the sets are presented in different coloured resin both sets are cast to a high standard and are ideal if you are looking for figures to populate one or more AFV. I think the only imperfections I found was one air bubble and a bit flash nothing that would be very hard to fix. Each set comprises four figures in different configurations with torso arms and heads cast separate except for one of the US figures that is moulded whole. Both of the boxes contain 23 resin parts, which include some personal equipment map cases, holsters etc. One of the German heads has a very Thunderbirds look, but it would be easy to swap if you feel the need.

Recommended.

Thanks to Verlinden for the samples

www.verlindenonline.com

Steward Roy



VERLINDEN

1:48 SCALE

TIGER I ENGINE COMPARTMENT (FOR THE AFV CLUB RANGE OF TIGER 1S) • ITEM NO. 2267

This set includes all the necessary items you will need to kit out an engine compartment on a Tiger I. One of the great hallmarks of Verlinden products over the years has been its casting quality. This one is no exception. What is included is a rear bulkhead, floor, fuel tanks, fans and a highly detailed engine. Also included are 13 wooden crates of various sizes. The instructions are small, but very well done. To be honest with you if you want an engine bay for your Skybow/AFV Club Tiger I, this is the one to get. Not only is it complete, but it is very well done. Highly Recommended.

Thanks to Verlinden for the samples

www.verlindenonline.com

Steward Roy



TORO MODELS

1:48 SCALE

WOMAN WITH HORSE DRAWN CART • ITEM NO. 48F52

Toro Models' self-explanatory Woman with Horse Drawn Cart is broken down into three main parts; the first being the figure. This in itself is a wonderful piece of casting with no pin holes present anywhere. The high quality sculpting is also excellent. The next is the draught horse that comes in six very well cast pieces. I must say the sculptor involved (Maciej Dauksza) has a real feel for animals and this is one of his best so far. The last piece of the package is the two-wheeled cart and is presented in eight resin pieces. The wood texture is both fine and very well done.

This is an outstanding package and well worth purchasing.

Highly Recommended.

Luke Pitt



TORO MODELS

1:48 SCALE

GIRL WITH DONKEY • ITEM NO. 48F51

Over the last few months I have had a feeling when doing our interviews that 48th scale modellers want more diorama accessories. This release from Toro Models really hits the mark with regard to creating a scene or backdrop for almost any diorama. Maciej Dauksza (the sculptor involved in the masters for this set) has a real flair with animals. The donkey is very well done and is cast in two pieces, with the cane baskets being moulded separately.

The teenage girl is also done very well and moulded in four pieces. This is one of those sets that can be used as either a centre or counter point for any diorama.

Highly Recommended.

Thanks to Toro Model for the sample

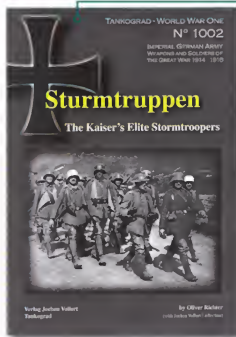
www.toro-model.home.pl/pliki/english.htm

Luke Pitt





Book Reviews



TANKOGRAD - WORLD WAR ONE NO. 1002 STURMTRUPPEN - THE KAISER'S ELITE STORMTROOPERS

BY OLIVER RICHTER • TANKOGRAD PUBLISHING
SOFTBOUND - A4 - 96 PAGES • ISBN 978 - 3 - 936519 - 23 - 5

Many of Germany's Sturmtruppen saw themselves as a cut above the regular Army soldier. They were often chosen for the most difficult and dangerous of operations, beyond the frontlines. Using the most recent research from the German archives and with many of the photographs previously unpublished, this second volume in Tankograd's new World War One series focuses on the Sturmtruppen of the Imperial German Army. Its tactics, training, uniforms and equipment are all covered in detail.

The book contains 166 period photographs, all of excellent clarity and reproduced to a high standard. There are a good mixture of combat images, showing the soldiers in battle and also portrait photos, both individual and group shots, showing excellent uniform and equipment details.

All the photos have a detailed caption in both English and German text, with the main bulk of the text, giving an insight into the daily life and combat history of the Sturmtruppen, entirely in English. Individual chapters focus on their training, uniforms and equipment, flame-throwers, machine guns and mine launchers, as well as field gun accompanying assaults.

The final chapter is given over to contemporary colour photographs, showing original uniforms, weapons and personal equipment, ideal for the WWI modeller.

This is a fine book on a lesser covered subject,

Highly Recommended.

Thanks to Justin at www.bookworldwds.co.uk for the review sample.

Darren Thompson

PANZER - ABTEILUNG 208 - I./PANZER - REGIMENT 'FELDHERNHALLE'

BY STEFANO DI GIUSTO • TANKOGRAD PUBLISHING
HARDBOUND - A4 - 231 PAGES - 380 PHOTOGRAPHS • ISBN 978 - 3 - 936519 - 22 - 8

This newest publication from Tankograd charts the formation and operational history of Panzer-Abteilung 208, later to become I./Panzer-Regiment "Feldherrenhalle". The unit is covered from its inception in Italy to disarm Italian forces after Mussolini's removal from power, fighting through Italy, Slovenia and Croatia, then, after being re-equipped with Heavy Panzers, to fight the major defensive battles in Hungary, Slovakia and finally, Moravia, where they were ultimately defeated and forced to surrender.

This well written account follows the unit's journey in fine detail, using extensive first hand research from archive and private accounts. Many contributions are made from former unit members, including new and rare photographs.

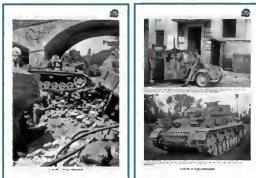
Organizational charts and documents are also included, making this the most complete history of this Panzer Regiment to date.

The Author should be congratulated on such a thorough piece of research and the Publisher applauded for taking it to print, hopefully there are more like this to come!

Highly Recommended.

Thanks to Justin at www.bookworldwds.co.uk for the review sample.

Darren Thompson



UNITED STATES ARMY ORDNANCE MUSEUM - ABERDEEN

BY PRZEMYSŁAW SKULSKI • MMP BOOKS
ISBN: 978-83-61421-00-9

This title must surely win the title for bad timing of a release for 2010 as the Museum it is devoted to no longer exists in that location. Regardless, it is still a great photographic catalogue of this once impressive collection and preserves it for those of us who never had the chance to see it in the flesh.

This book is large format glossy photo collection detailing the exhibits that were once at Aberdeen. It manages to provide what I am reliably informed is a full catalogue of the outdoor exhibits and some of the indoor exhibits. Photographs are clear and well sized with two per page being the norm and many subjects have multiple photographs amongst its 128 pages.

The book is broken into chapters devoted to the following:

- Indoor Exhibits (Helmets, Small arms, Artillery and Vehicles)
- AFVs, and
- Artillery

The captioning is succinct but informative and the Author has made little attempt to add vehicle histories or backgrounds that are quite acceptable in such a title. I found this a well laid out title with good quality images that left me a bit saddened that the collection no longer exists in that format.

Recommended.

Thanks to MMP Books for the sample www.mmpbooks.biz

Al Bowie



SD.KFZ 10 DEMAG IN DETAIL

BY FRANTIŠEK KORAN AND MARTIN VELEK
WWP - WINGS AND WHEELS PUBLICATIONS • ITEM NO. 8057

Every time I get a book from WWP I must confess that I am always anxious to anxious to open it.

Their new book about the Sd.Kfz 10 is just awesome. When WWP says "in detail" they really mean "in detail"! This book is a remarkable walkaround of a restored and preserved vehicle. The restoration work is just marvellous and the vehicle is a really show stopper.

The book, written by František Koran and Martin Velek, is presented over 98 pages.

All the pictures are stunning and in colour. The book also includes some black and white technical diagrams.

This book is a really must have no matter if you are a modeller, collector or an armour enthusiast.

Highly Recommended.

Thanks to WWP - Wings and Wheels

Publications for the review sample

www.wwpbooks.com

Jose Brito



Tel: 01525 222573 - Email: enquiries@adhpublishing.com

Contact Details - for companies featured in MMI...

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Via Hannants in UK

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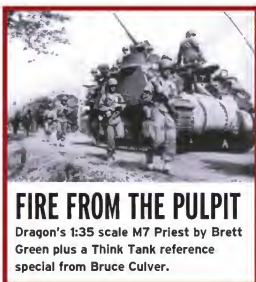


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MILITARY MOTOR HOME

Jose Brito creates a remarkable combination in 1:35 scale.



FIRE FROM THE PULPIT

Dragon's 1:35 scale M7 Priest by Brett Green plus a Think Tank reference special from Bruce Culver.



TECH GUIDE - HETZER VIGNETTE PART ONE

Joaquin Garcia Gazquez tackles Tamlya's 1:35 scale kit.

THE FORGOTTEN SU-76

Ian Robertson converts MiniArt's 1:35 Su-76M into an Su-76 using mainly Evergreen sheet styrene and strip styrene.



FOR YOUR SAFETY



Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



The Last Post

STOP PRESS



TASCA 1:35 M4A3E2 SHERMAN JUMBO

Tasca's latest and greatest Sherman release has just landed on the Editor's desk. We couldn't wait to take a look!

Tasca's latest salvo in the battle for 1:35 scale Sherman supremacy is the M4A3E2 Jumbo Assault Tank.

The M4A3E2 was a heavily protected Sherman with an extra 4" of armour welded to the front glacis and appliqué armour on the hull sides. The turret was similar in shape to the 76mm T23 turret, but featured thicker armour and vertical sides. The 75mm was fitted as standard, but this was often replaced with the more effective 76mm gun. The result was a Sherman that could stand toe-to-toe with Panther and Tiger tanks, absorbing punishment from the superior German guns. It was therefore used as a breakthrough vehicle, heading the charge in front of more vulnerable standard Shermans.

The M4A3E2 Jumbo was heavier than the standard Sherman, so the tracks were usually fitted with "duckbill" extensions to more evenly distribute the weight. Not surprisingly, the top speed of these heavier vehicles was 4 mph less than a standard Sherman.

The Jumbo entered service in North Western Europe in late 1944. 254 of these hefty stopgap tanks lumbered off the production lines.

Until now, the only 1:35 scale M4A3E2 was the 1980s kit from Tamiya. This model suffered from a number of critical errors and is best ignored today.

Tasca is the first on the scene with an accurate, state-of-the-art Sherman Jumbo.

Tasca's 1:35 scale M4A3E2 comprises 471 parts in dark green plastic, 15 parts in clear plastic, one fret of photo-etched parts, 24 clear polythene caps, 4 lengths of flexible tracks and one sheet of black material to pack into the

workable VVSS suspension units.

This Sherman kit provides a number of important new parts. These include an all-new turret, side and front appliqué armour, revised hatches, "big hub" road wheels and T48 tracks with duckbill extensions.

The new turret includes the angular mantlet and 75mm gun. The surfaces are moulded with a restrained cast texture but no casting numbers. Tasca has also supplied the 76mm mantlet and two gun barrels from their M4A3 kits, so the modeller has the option of upgunning their Jumbo if desired.

The appliqué armour is bevelled and features weld beads where appropriate. Revised sand shield mounts for the hull are also included.

In addition to the brand-new "big hub" road wheels, the kit also includes full sets of two-piece solid spoke and the early open spoke road wheels as options. All types were seen on various Jumbos, so check your references carefully.

The T48 rubber chevron tracks with duckbill extensions are very well done. As usual, each side is supplied in two brown vinyl lengths that can be joined with regular polystyrene cement. Most photos of Jumbo Shermans show a number of the duckbills missing from the track runs, so it might be worth spending a bit of time cutting some of these extensions off and adding pin heads to the connectors.

The balance of the sprues have been seen in some of Tasca's earlier releases. The one-piece upper hull and hull fittings are mostly from the M4A3 kits. The familiar "flat pack" lower hull is made up from five pieces, but assembly is certainly not a



Markings are supplied for three vehicles.

Kit No. 35-021

chore and the fit is perfect.

Two full sets of VVSS suspension units are provided. One features the straight mounting arms for the return rollers, while the other set is moulded with the later upswep arms. Built according to the instructions with the foam rubber sheets, the suspension units are fully articulating but I generally prefer to fix them in place using solid plastic packing.

The clear Commander's cupola has had become standard on all of Tasca's late Shermans, and this kit is no exception. This will be ideal for modellers who want to mask off the vision blocks for a very realistic result. Periscopes and light lenses are offered as clear parts too. For those who prefer to paint their vision blocks, a solid green plastic cupola is also supplied.

The M2 .50 cal machine gun has been seen in earlier releases. This is a little gem. Jerry cans are supplied too.

The modest photo-etched fret includes brush guards for the lights and periscopes.

Tasca's 1:35 scale M4A3E2 Jumbo is a fitting tribute to this muscular assault tank. It is accurate, very well detailed and should be as pleasing to build as its predecessors.

Where to now Tasca? 105s? Israeli Shermans perhaps? ■

Thanks to Tasca for the sample www.tasca-modellismo.com



The new upper turret moulding features restrained surface texture. I will probably rough this up a bit more.



Front appliqué armour.



The side armour plates have appropriate weld beads.



The new angular mantlet.



New "big spoke" wheels supplement the open spoke and solid spoke types.



Two styles of VVSS suspension units are included. These are the straight arms.



...and these are the upswep arms for the return rollers.



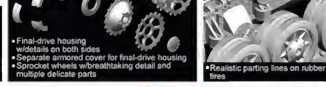
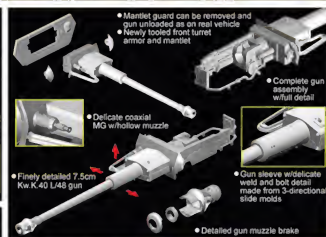
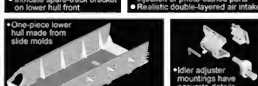
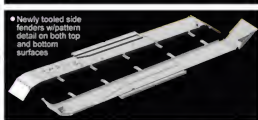
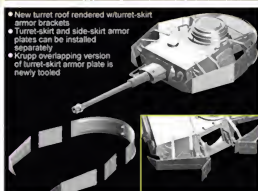
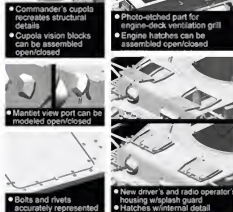
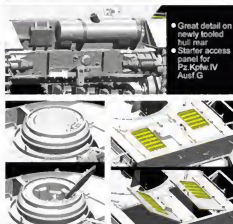
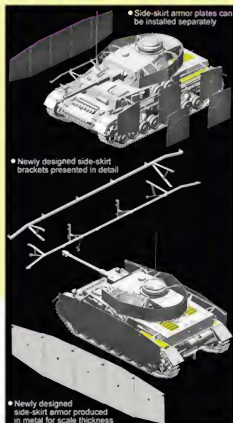
Photo-etched parts are included.

Engineered for modeling enjoyment

Plastic parts with enhanced detail

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日本重巡洋艦

利根

1/350
SCALE



Head First With Guns Blazing

Commissioned in November 1938, the Tone was the lead ship of her namesake class of heavy cruisers, which were the last heavy cruisers to be built by the Japanese Navy. Her unique design combined firepower with reconnaissance capability, with all four twin 20.3cm gun turrets concentrated forward of the bridge while the aft deck could accommodate up to six floatplanes. This practical layout with well-balanced armament also contributed to the Tone's 35 knot maximum speed and long cruising range. She provided support to the Japanese Navy's carrier force from the start of the Pacific War in December 1941 and took part in many notable engagements including Pearl Harbor, Midway, and the Philippine Sea. During the Battle of Leyte Gulf, Tone was in the vanguard of Vice Admiral Kurita's fleet and contributed to the sinking of the escort carrier USS Gambier Bay. Tamiya is proud to release the 1/350 scale model of this remarkable heavy cruiser.



Model may be assembled as a waterline or full hull display model.

- ★The distinctive form of the Tone has been accurately reproduced.
- ★Model depicts the ship as she appeared during the Battle of Leyte Gulf in October 1944.
- ★Main gun turrets feature fine panel lines and ventilation slit details.
- ★Highly-detailed superstructure including the compact bridge area.
- ★Catapults and aircraft handling rails on the aft deck convey a sense of purpose.
- ★Parts for Aichi E13A "Jake" floatplanes included.

1/350 Scale Japanese Heavy Cruiser Tone

Item 78024

Length: 576mm, Beam: 71mm

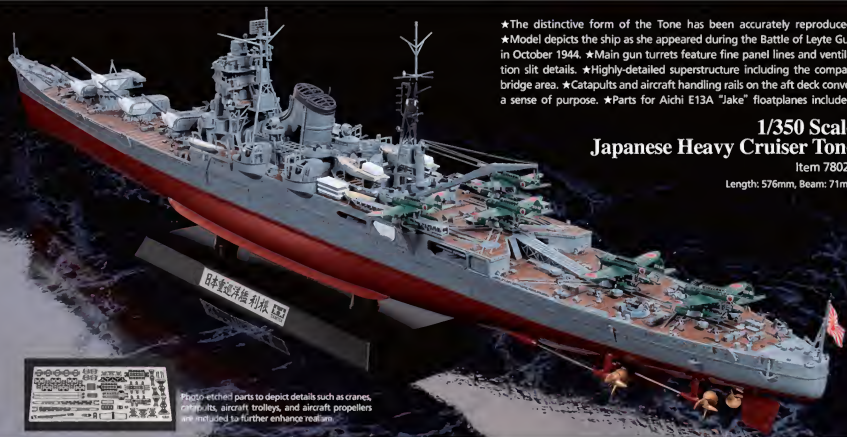


Photo-etched parts to depict details such as cranes, catwalks, aircraft trolleys, and aircraft propellers are included for further enhance realism.

Detail-Up Parts

This set can be used to reproduce the degaussing cables which were seen on many WWII Japanese Navy warships.

1/350 Scale Degaussing Cable Set



Item 12630



(Example)

Display Case

Made from 3mm thick acrylic material, this case is the perfect size to fit 1/350 scale cruiser models such as the Tone.

Display Case N (w/Base)



Item 73018

(Example) Ship model is not included.

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